

YKC SPORTS CARS LIMITED

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Web Site: www.ykcsportscars.co.uk



Model Range

Julietta, Roadster and Romero

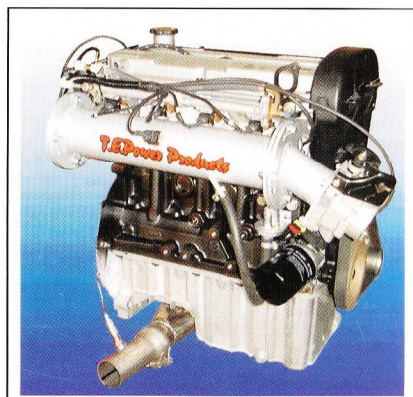
We Supply Kits or Fully Built Cars

We can supply parts for all Roadster and Berlinetta Cars

ZETEC Performance Parts

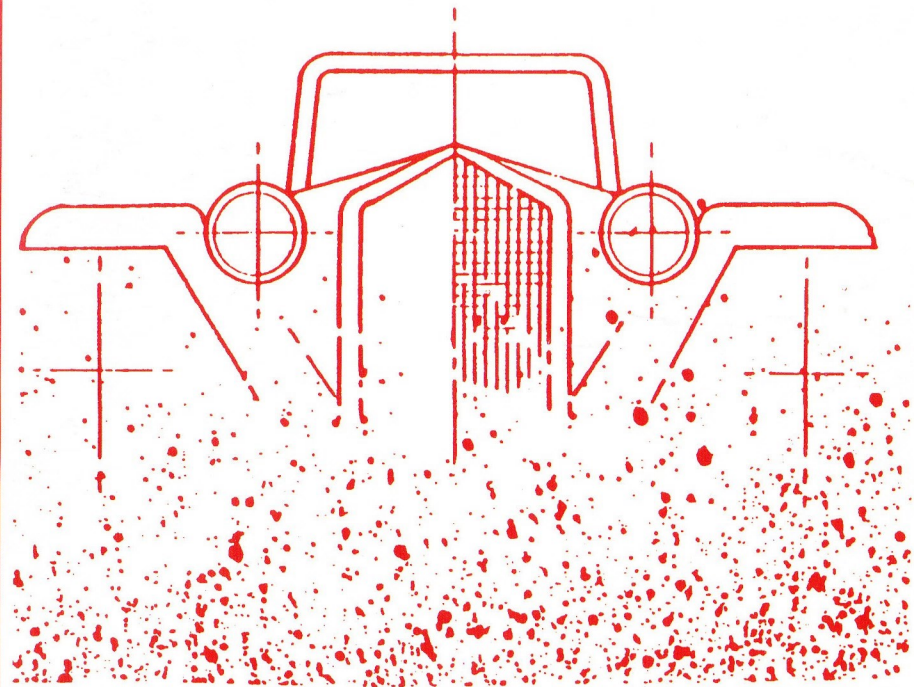
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Sensor, Air & Water Temperature
Sensors, Inlet Manifold.
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MARLIN OWNERS CLUB

December
January 2006



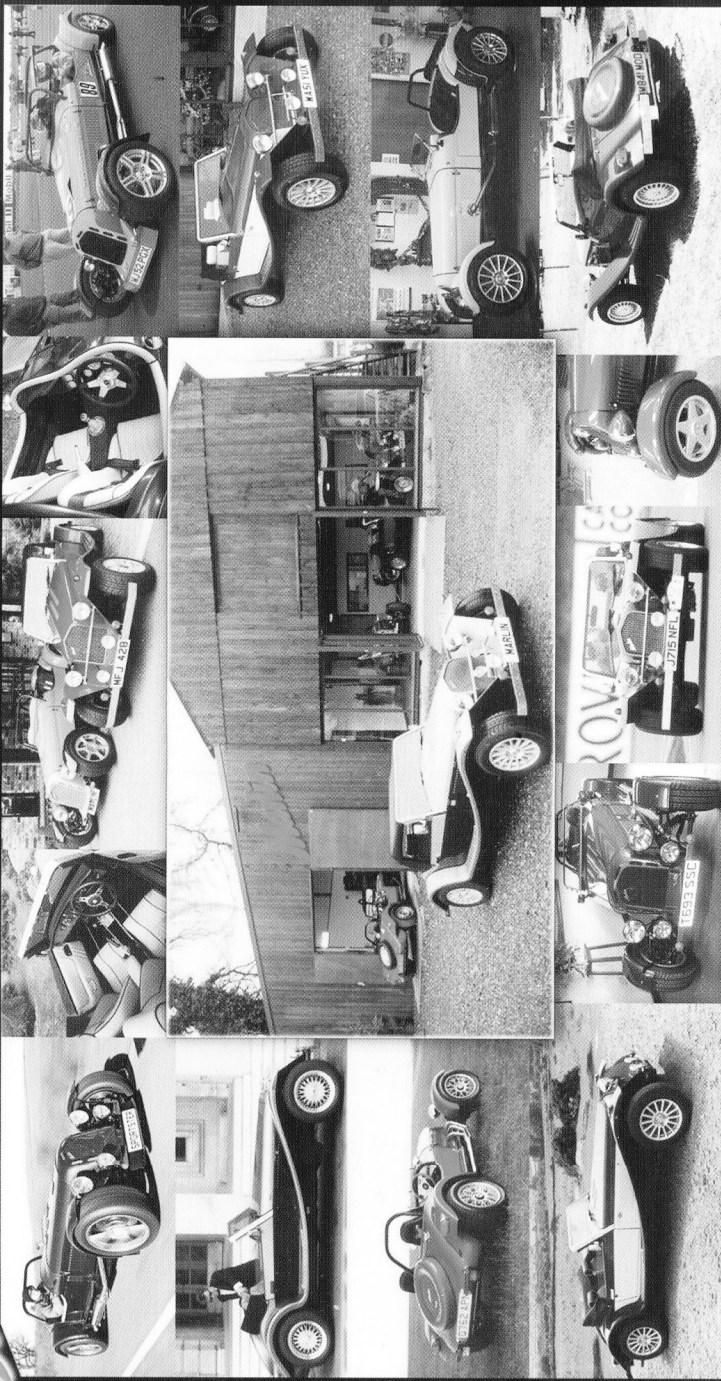
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Cabrio - The ultimate alternative all weather tourer!



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Deadline for Feb/Mar:

Friday 13 January

Website: marlinownersclub.com

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. Thank you to all those who have contributed to the mag this issue.

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Hello folks!

Where did the Summer go! November already and the clocks have changed. It's time to batten down the hatches for Winter. But it's not all doom and gloom. We can look back on all those Marlin moments and reflect on the good times.

Some of my fond memories this year include the day we joined up with Hugh on the Haynes Motor Museum trip. Unfortunately we were late starting out due to an alternator failure (not ours) so we did not get to Wells Cathedral and join in on the run. However we did arrive at the museum slightly before the convoy of Marlin's. It was my first visit and I would recommend it. The museum claims to have the largest display of "Red" cars. One hall is a mass of red. There are large displays dating from the very early years to modern day transport. A most enjoyable day. Thanks Hugh. (Still not as good as the "Schlump" but that's another story).

At the beginning of August I went to the VSCC meeting at Prescott Hill Climb. Home of the Bugatti owners. It was like taking a step back in time. The car park was full of vintage and veteran cars, whose owners were there complete with rugs, hampers, wine etc. It was a real garden party atmosphere. After browsing for a couple of hours I wandered through the paddock to be greeted by a splendid array of vehicles from small two cylinder engines in a frame with a seat to aero engined V8s with open valves and rockers etc. There was also a Bentley special with a 24ltr W12 Napier engine. Then I watched them power their way up the hill against the clock. Bliss, what a wonderful day.

On Sunday 21st August I went to Shelsey Walsh Speed Hill Climb in Worcestershire for the 100th Anniversary meeting. It was a very hot day and the car parks were full. I had to park at the top, which was a first for me. This meant walking down the length of the hill. Tim Hawkesworth had given me his mobile number to meet but unfortunately half way down the hill I realised I'd left my phone in the car. Sorry Tim. We did meet up in the end. This was another spectacular day. It is not often that you will see a V16 BRM and a V12 Auto Union sitting side by side, let alone hear them blasing up a hill.

I hope you all have fond memories of long hot summer days out and about with the Marlin.

We did not make the Lakes or Derbyshire weekends this year. Maybe it was just as well as I was still having a few running problems that needed resolving before our trip to Italy. I decided to fit a new set of plug leads. Not as easy to acquire as it used to be as the small garages disappear and modern technology takes over. However I found a company called Magnecor who specialise in plug leads and who will make custom sets. What impressed me most was the polite, efficient caring service. They could not have been more helpful. They may be a little more expensive but they are worth it. If you want to give them a try, phone 0870 4448644.

It will soon be the Winter Shindig time again. Don't forget to book with Tim as soon as you can. It is a great pick me up after Christmas when everything seems a bit flat. Come along and spoil yourselves.

Talking of Christmas, not long now. I hope you all have a great time and I send my sincere wishes to you all.

We are still looking for a new Chairman. If you would like to give it a go, please call me and have a chat.

Thanks to everyone for helping to organise events throughout the year.

Best wishes for the New Year

Dave



I rounded off the outdoor season of shows with a couple of one day fliers, leaving the van at home enabled some enjoyable motoring. Malvern was a good day out and I enjoy auto jumbles, however the Classic display was a bit disappointing and there was quite a number of interesting cars including mine (I hope) that had to stay in the public car park. The penalty for making a last minute decision to attend. By the time I said goodbye to the hardcore camping mob and walked back to my car, the car park was deserted save one lonely Roadster.

The next day trip out was to Donington and what an improvement! The organisers had rearranged the lay out and put all the clubs on the infield. Danny had managed to upgrade the Club pitch and was rewarded with a very good turnout of Marlins. Liz was doing brisk business with the Club goods and calendars. One brave member and even braver passenger took the opportunity to have a few laps of the circuit in their Roadster. I fancy a bit of that but I just don't trust my red mkist control and if I'm honest, my car isn't the most agile at high speed.

Another enjoyable trip albeit short, was to the SHEB meeting with the family spread between two Roadsters. We set off and as is the Caswell norm, we lost each other at the first set of traffic lights we came to. We were then further delayed by yet another set on some road works, which had stuck on red at both ends of a bend. This was OK until the biggest tractor in Kent met the only Sunday bus in the middle. By the time we arrived at the pub, the line up of Marlins had been enhanced by quite a collection of other exotica with little black horses on their badges. I don't think they appreciated my comment about the number of kit cars in the car park! We found the usual faces at the bar with our drinks order that had been phoned on ahead. The day was rounded off by spying a film crew in the middle of a shoot about one of our picturesque villages. Of course I didn't bib my horn!

During the past few months I have had quite a few enquiries about all things Marlin. Registration of kits being bought and unfinished kits in particular. *Check the logbook*. It should, by now, be the new V5C. All old logbooks, the V5, are now invalid. Unless you have very good historical records that prove the car existed and was on the road in its current form before 1998, I don't think the DVLA will play ball. While it's not impossible to pass the SV4 with early Marlins, it would take a lot of work to make them comply.

Another problem that cropped up quite often was cars that were reluctant to start. In particular, 6 cylinder engines after a lay up. A lack of air speed through the carbs being one reason. This can be caused by dry pistons or a slow turnover speed not producing enough draft. Another reason can be a shortage of fuel enrichment, especially on CDS type Strombergs. As Roger Thomas discovered, the front car has an additional passage that is controlled by a perforated disc. This provides a proportional supply of extra fuel for both carbs. Well, it would do if it wasn't blocked, as was the case with Roger's car. Armed with this joint diagnosis I was able to get one other member's car going as well as a Gentry owner who was stuck.

Merry Christmas!

Ben Caswell

Cabrio Babble

For those of us that remember the 'OLD RAC Rally' you will remember that the weather always went cold for the event. There was ice and it usually snowed. So when the weather forecast looked 'blue' on the telly it was no surprise to realize it was the third week in November.

FMB is resting for the winter and will reappear in EVO 2 style, with a boot! The front moulding was removed after I cut and filled the crack that had appeared just above the grill. I will fill the inside with mat after typing this piece. Then it and the other new body parts will be off to my friendly painter. I thank all the hours I spent building it with captive nuts and stainless steel bolts. Both rear wings came off in ½ hr. Once I have made a stiffening section for the bottom the rear tub it will be removed giving access to the fuel tank.

Hopefully I will find something floating around in the fuel tank when I get that off!

The spare SWB front wings are safely stored in the loft together with my original inner wings. The new boot section is hanging from the garage roof, now in a position I don't walk into every time I'm in there! The boot lid is away with the moulders, to make one without a spare wheel depression. So all I have to find is a space saver wheel and the plan should be complete.

Changing the subject to wheels. I had 5 originally, but with directional tyres it is more sense to have six. However my supplier said that the wheels were no longer made, so that seemed to be it. I was in a local motorist store and there was a pile of them! The assistant was helpful and after an hour and half had ordered a wheel to match my 5.

It came and I fitted a new tyre but oh dear it won't fit the car. The centre hole is smaller than the Sierra hub. So now I'm looking for someone with a large lathe to remove about 1mm. I now understand what my original supplier meant when he was talking about Front wheel and Rear wheel drives being different.

At Donnington there was talk of wiper and arms. Now FMB is a swine. You have to take the bonnet and scuttle moulding off to remove the wiper blades! I know some arms have fitting that slide on so that the blade can be easily removed. I have contacted a company called Isla Components who say that may be able to produce some. So was this space or the Forum.

Happy Christmas to all 'Marliners' and I hope to see some of you next year

DJ

Sportster Thoughtster

If you have ANY problems or would like advice please contact Mike Coombes on 01793 729636 or e-mail marlin_v8_looney@hotmail.com.

Noel Pendock Wheadon 01837 810 440 t-barton@arvonfoundation.org

South and West Marlin Register

Hi everyone

Well we had a good turnout for the October meeting at The Warren Inn near Teignmouth in Devon. Eight Marlin on parade. It was good to see Dane and Cheryl Crosby from Cornwall. Dane has now returned to civilian life – if you need your PAT tested he's your man. Lenny has changed his Berlinetta from a red to a green one, just to keep us on our toes.

Two members had tales of trips to the south of France. Peter Licence's "other car" is a Sunbeam Talbot 90 which he has been restoring for the past year or so. Last minute excitements before the ferry(!) but the car behaved impeccably on the Talbot Commemorative run to Monte Carlo. Andrew and Janette Curtis returned safely from taking part in a most enjoyable and successful rally to Monaco – well done Janette – there's no stopping her now. Pity you couldn't get Andrew to wash that French mud off the Sportster though!

For the third year running Julia and I met up with Ron and Jan down in Angouleme. It's a great experience and long may it continue, although we did hear rumours that the dreaded Health & Safety and noise pollution rulings may clobber it. BUT... that won't happen – they will probably just string up the Mayor! I can now bore you with the movie! Ha!

I've got to pad this out a bit because there's not much going on at this time of year, especially with the *Purple Peril*, who's having his head examined at the moment. I'm booked in next week!

Serious point: speed cameras, like the poor, will always be with us. As Sue Roedel pointed out in last edition of Pitstop, speedoes are quite important. Both Ray Bater and myself have electric bolt-ons, and find they are very accurate. A bit fiddly to fit, but relatively cheap.

The NEXT MEETING clashed with the Exeter Kit Car Show at Westpoint (19 & 20th Nov) so we've put plans for a run to Cornwall on hold till next Spring. **Please put The Ley Arms, Kenn in your diary for November, December and January meetings.** I will be at Westpoint on that Sunday but I've had a few contacts via MOC website recently so if any new faces turn up please extend a warm welcome.....I'll take their fivers later!

Cheers

Noel

Subs are due!

Don't forget SUBS ARE DUE on 1st January and Tim Hawkesworth will be sending out reminders in the form of a separate invoice as a flyer within the Pitstop Mag. Prompt payment of subs will save Tim a lot of chasing up and the Club a lot of postage. Please send your monies ASAP - you don't have to wait until after Christmas!! If you pay by Standing Order please check that the amount is correct. SUBSCRIPTIONS ARE THE SAME AS LAST YEAR: £15-00 or £15-50 for joint membership.

Events 2006

January

2 nd	The Donnington International Classic Car & British Bike Restoration Show, Donnington Park	01332 810 048
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6 th & 7 th	Exeter Trial	Peter Lawley peterlawley@onetel.com www.wheelspin.org.uk
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February

25 th & 26 th	Winter Shindig Stourport on Severn, Glos.	Tim Hawkesworth 01527 832812 Tim.Hawkesworth@btopenworld.com
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March

11 th & 12 th	Car Craft, Bingley Hall County Showground, Stafford	01737 225857
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18 th & 19 th	London Classic Motor Show Alexandra Palace, London	European Show Promotions 01233 713878
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TBA	Lands End Trial	Peter Lawley peterlawley@onetel.com www.wheelspin.org.uk
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April

8 th & 9 th	Detling Kit Car Show Kent County Showground, Detling	Ben Caswell 01322 553354
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April / May

30 th & 1 st	Stoneleigh Kit Car Show AND Marlin Owners Club AGM Stoneleigh, Warks.	Sue Roedel 07766 143631 Editor@MarlinOwnersClub.com
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May

21 st	Cheshire Kit & Classic Show/Rally Capesthorpe Hall, Siddington, Macclesfield, Cheshire	Danny Nelson 0121 4537250
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June

5 th	London to Brighton Kit Car Run	Greenwood's 01296 631181 / 632040
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17 th & 18 th	The Alternative & Kit Car Show Newark	Danny Nelson 0121 4537250
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24 th & 25 th	Summer Rally Avoncroft Museum Of Buildings Bromsgrove	Tim Hawkesworth 01527 832812 Tim.Hawkesworth@btopenworld.com
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TBA	Goodwood Festival of Speed	
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July

22 nd – 23 rd ? TBA	Lakes Invasion Penrith	Lee Hunter 07720 398794
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Contd...

August

TBA	Harrogate	Danny Nelson 0121 4537250
26 th – 28 th	Derbyshire Run Halter Devil Chapel Farm Turnditch, Derbyshire	Doug & Liz Billings 01335 370364 liz@billings753.freemove.co.uk

September

TBA	Castle Coombe Action Day	
TBA	National Kit & Performance Show Donington Park, Castle Donington, Derbyshire	Danny Nelson 0121 4537250

November

TBA	The Great Western Kit Car Show Exeter	European Promotions 01233 713878
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Winter Shindig 2005 – Booking now!

The Winter Shindig will be on Sunday 26th February 2006 at the Stourport Manor Hotel, Stourport-on-Severn, Worcestershire. The hotel has every facility to ensure you enjoy your weekend away, including a superb indoor pool, sauna & steam room. For the active there are squash courts, tennis courts a pitch & putt in the grounds and a gym and we can also offer you the company of other club members for lively conversation.

Provisional costs for the weekend (dinner/dance, bed & breakfast) are £50.00 per person or £100 per couple or if you would just like to attend the dinner/dance on Saturday evening, £20.00 per person. If you wish to you can extend your break by adding an additional night's dinner, bed & breakfast.

This is definitely the event to attend if you would like to meet up with old friends or make some new ones before the start of the new season of shows.

If you are tempted then let us have your confirmation and deposit cheque of **£25** made payable to **Marlin Owners Club** to Tim Hawkesworth, Astwood Cottage, Spirehouse Lane, Burcot, Bromsgrove, B60 1PL as soon as possible. Later we contact you with the proposed menu and directions to the hotel.

Please include the slip below when booking your place:

To: Tim Hawkesworth, Astwood Cottage, Spirehouse Lane, Burcot, Bromsgrove, B60 1PL

From:

Please reserve: single / twin / double bedded room

Enclosed: **cheque for £25 made payable to Marlin Owners Club**

A routine task for Marlin Owners

Adapted by Hugh Allen

Oil Change instructions for Women

1. Read mileometer. Aftyer 3000 miles take Marlin to garage
2. Leave car with mechanic and go for a coffee
3. 30 minutes later write a cheque and leave with properly maintained vehicle

Cost:

Oil and filter	£20
Coffee	£1.50
Total	£21.50

Oil Change instructions for Men

1. Wait till Saturday, drive car to Car Accessory shop. Buy can of oil, filter, cat litter, hand cleaner. Write a cheque for £22
2. Stop at shop, buy 6 pack, pay £6, drive home
3. Open beer and drink it
4. Jack car up. Spend 30 minutes looking for axle stands.
5. Find axle stands under son's pedal car
6. In frustration open another beer
7. Place oil tray under engine
8. Look for socket set
9. Give up and use open spanner
10. Unscrew drain plug
11. Drop drain plug into hot oil. Splash hot oil onto arms. Swear
12. Crawl out from under car to wipe off spilled oil
13. Have another beer whilst oil drains out
14. Spend 30 minutes looking for filter wrench
15. Give up and use hammer and screw driver
16. Friend calls in with 6 pack. Have beer together
17. Put on new filter, putting thin coat of oil on gasket
18. Pour oil into engine then remember sump plug is out
19. Sump plug is in pan of old oil. In frustration knock oil tray over
20. Fit plug
21. Clear up with cat litter
22. Have a beer to cool down
23. Under car again to check drain plug. Bang head when emerging. Swear
24. Throw oily socket set back together
25. Clean hands and face
26. Sit in kitchen with a beer
27. Lower car from axle stands
28. Reverse over empty oil tray
29. Test drive car and feel good. At least the job was done the right way!

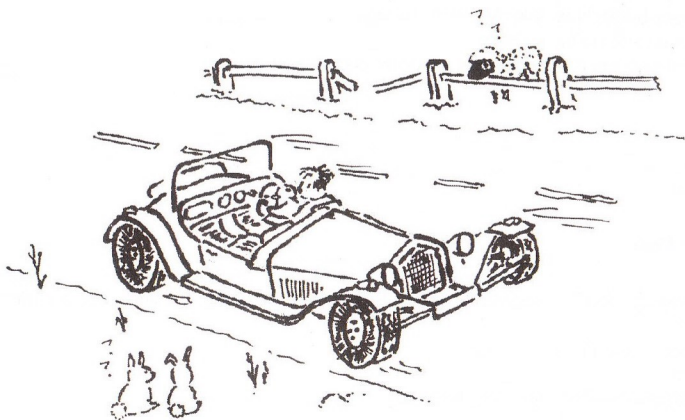
Cost:

Can of oil, filter, cat litter, hand cleaner	£22
6 pack	£6
Total	£28

Kit Cartoon

Keith Howell

Having got her car back from a panel-off re-spray, Sue knows something is wrong but can't quite put her finger



Marlin Update

We have now just about finished the new look web site for our 5EXi and by the end of next week should have the final pages on line. In the meantime have a look and see what you think. Any feed back is always gratefully received. <http://www.codexweb.net/ct/ct.php?ctid=4255>.

Don't forget to check out the video footage on the Brandshatch news page.

Once the EXi web site is finished we will then be concentrating on re-creating a new web site for the Sportster... so watch this space. In the meantime if there is anything else I can help with do please let me know.

Now For Sale!

2006 MARLIN CLUB CALENDAR featuring members' cars

Great Stocking filler for £6.95! (plus £1.00 Post & Packing)
A4, Spiral Bound, 1 month per page

To order please contact Liz Billings:
01335 370364 before 9.00 pm or liz@billings753.freemove.co.uk

Send your cheque for £7.95, made payable to "Marlin Owners Club" to: Halter Devil Chapel Farm,
Intakes Lane, Turnditch, Derbyshire, DE56 2LU

Monte-Carlo and back!

Andrew Curtis

Take a nice weekend in September, pop across the Channel (Portsmouth – Le Havre) and motor across to Reims. Joining 40 other assorted Kit Cars and drivers we listened attentively at scrutineering and briefing etc. The following morning full of anticipation and enthusiasm set off for Monte Carlo via the Champagne Region, including a short hill climb, and then headed down to the Jura Mountains. Arrived at St Claude to an excellent wine and cheese reception by the local car club. Sunday morning 7.00a.m. still enthusiastic, away again South into the Alps and countless mountain passes arriving to a damp Nice at approximately 8.00p.m. Tired and weary and somewhat in need of a beer, food and good company, we found all three!

Another 7.00a.m. start towards Monte Carlo and then North back up through the Alps going up over the passes we didn't go up on the way down, including the highest road pass in Europe at 2642 metres and into Aix Le Bain for the night. More beer, more food and more good company. Our last early morning start and still keen for a quick run up and down a few more mountains and then striking North back to Reims for champagne a few more beers and banter with fellow drivers while the organisers sort out the pecking order. Needless to say we were not in the running but were pleased to have completed all the course (20th) and receive our finisher's medal and enjoy the presentation dinner. Wednesday a.m. lots of 'goodbyes' to lots of new made friends before departing back to Le Havre and the ferry home to Devon after a round trip of approx. 3,000kms in our Marlin Sportster.

Just what a Marlin is for - enjoyment and pleasure!

Many thanks must go to the organisers for everything. We must say that it was fantastic fun. The scenery was magnificent, the weather gorgeous, the company so friendly and helpful. A first class do all round.



ERL 638L Strip & Rebuild Part 7

Peter Reynolds

Back from a most enjoyable trip to the Antipodes – South Island is even more spectacular than I could have imagined. After remedial work to the garden, thoughts again turned to the Marlin, forlorn and undressed in the garage.

W/e 3 June 3 hrs

Installed the prop shaft. Found an obviously purpose-made place for the fuel pump to be relocated from the front bulkhead to next to the tank. Also found two wires neatly labelled 'Fuel Pump'. When building the car, Ray Archer obviously intended an electric pump but of course the Marina had the mechanical one. All connected up, no leaks (from the pump connections) and got it running again. One float chamber flooded, unnoticed for a few minutes until I leaned over the engine while smoking a pipe, so had to evacuate the garage while the large pool of petrol evaporated.

W/e 10 June 4hrs

Took off the loosely connected exhaust system, and reinstalled with gum to seal the flanges. Those bolts at the back are pigs to get at. More fiddling around with carb linkages and mixture settings. Met another Marlin in Helston, blue Roadster, just moved to the area and joined the club so I expect his name will be in the new members list.

W/e 15 July

Sat outside in beautiful weather while working on body panels 4hrs

August and September 8 hrs

Tried to iron out the very lumpy tickover without success – it runs OK at about 2000rpm. The front carb still overflows if the engine isn't running. Found a couple of wires wrongly connected (there are plenty more not yet connected at all) so the ignition light now goes out when it should. Bent transmission tunnel sides and reshaped and fitted drivers floor pan, so I plonked the seat in loose and checked that I can still find the clutch pedal.

Another great weekend at the Goodwood Revival – the seating and driving arrangements in some of the old Brooklands cars make the Marlin seem luxurious.

W/e 23 October 4 hrs

Reshape & fit wooden driver's floor, bolted the seat in (having moved the runners forward a few inches so my daughter won't need a cushion when driving). Loosened all the carb linkages and started from scratch with mixture and balance. Got it to run fairly smoothly at something like a tickover. Then the BIG MOMENT – it came out of the garage under its own power. No passenger floor or bodywork on yet, but felt really pleased until the rain started and I realized it wasn't moving very freely - the front callipers had stuck. A half hour in the drizzle, all freed up, and I went up and down our 30 yard drive several times with a big grin stuck on.

Exeter Kit Car Show coming up, but as I haven't used any of the stuff I optimistically bought last year I may not make the trek.

Have a good Christmas, and I may see you in 2006, driving something worthwhile.

Fitting of 0.625 Master Cylinder to Marina Servo

Hugh Cumming

Ever since building our Marlin I've never been happy with the effort required to make the brakes work, mainly due to the reduction in the length of the pedal, approximately losing 1/3 of the effort.

I've tried all sorts of solutions over the years but it always boils down to the lack of mechanical or hydraulic effort in transferring your foot pressure to the brake pads.

I've often looked at fitting a smaller bore master cylinder but the orientation of the mounting holes of the those available is at right angles to the studs on the servo and closer together and this put me off.

When I fitted the Fiat engine and gearbox some years ago, one of the mods I did was to convert the clutch to hydraulic. This involved sleeving the slave cylinder down and making a new piston for a 1/2" seal.

It occurred to me that I could do the same for the brake cylinder so I bucked up the courage and ordered a 0.625 master cylinder complete from Europa, part no. GMCRR625, for the princely sum of £47.06 delivered.

If you do a simple sum, a 0.75dia. master cylinder has an area of 1.767sq in. so for a piston push of 100lbs you get a hydraulic pressure of $100/1.767 = 56.6\text{lb/in sq}$. Similarly for a 0.625dia. cylinder its area is 1.227sq in. So for 100lbs push you get $100/1.227 = 81.5\text{lb/in sq}$, an increase in pressure of 44%.

When I had all the parts in front of me the solution was simpler than I had imagined. As you will be able to see from the photos, the nose of the 0.625 cylinder is longer than that of the 0.75 by approx. 11.5mm, but the piston was the same distance from the end of the casting, so it was a simple matter (especially as I have the machining facilities) to make up a spacer to rotate the fixing centres and a sleeve to centre the new master cylinder in the servo.

The only critical dimension is to ensure that when you fit the modified unit to the servo that there is still approx. 1/2mm clearance between the pushrod of the servo and the end of the piston so that the brake fluid reservoir is open to the cylinder when the brake pedal is released. (there is an adjustment screw in the end of the servo rod to set this)

All the parts were made from a decent quality alloy, bits I happen to have in my scrap box, and for anyone with access to and knowledge of a lathe are easy to make.

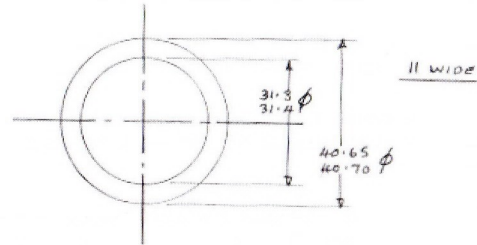
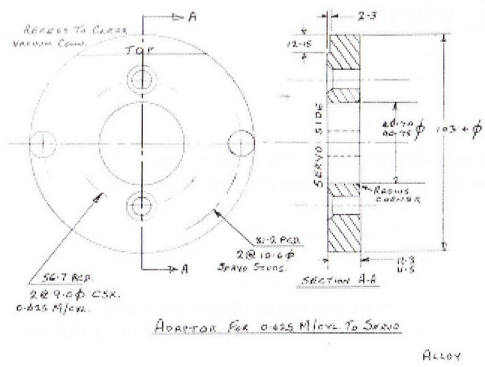
The centring sleeve I glued on with Screwlock after assembling the 0.625 cylinder to the adaptor as it fits on a smaller diameter than that which locates the cylinder in the adaptor. The relieved part at the top on the servo side is to clear the vacuum valve on the servo.

Although I made mine from a circular piece of alloy, there is no reason, in fact it might be easier, to make it from a piece of 1/2" 12.5mm plate and reduce the thickness while boring the centre hole. This could be cut to shape to clear the vacuum valve and save having to relieve the rear to clear it.

And the result? I can't believe I didn't do this sooner. It works as well if not better than I anticipated. Next job is to fit a rear brake limiting valve to stop them locking up so easily.

If anyone wants more info e-mail me on huron@roxanne37.fsnet.co.uk, subject Brake Mod.

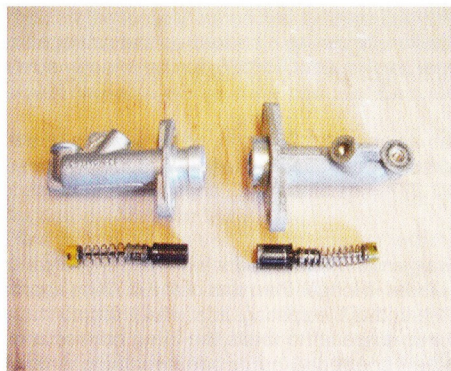
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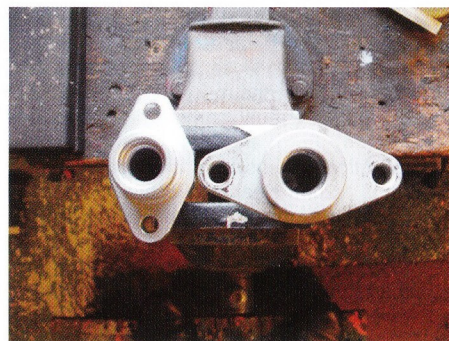
CENTERING RING FOR 0.625 M/CYL TO SERVO

ALLOY.

Master cylinders compared for length



Comparison of mounting centres



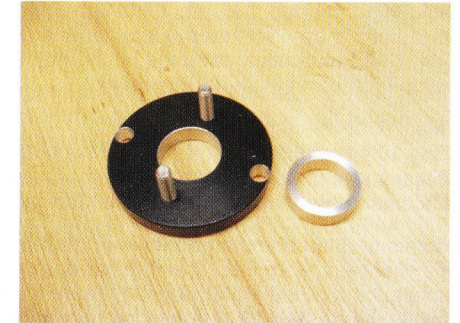
Complete assembly from the servo side



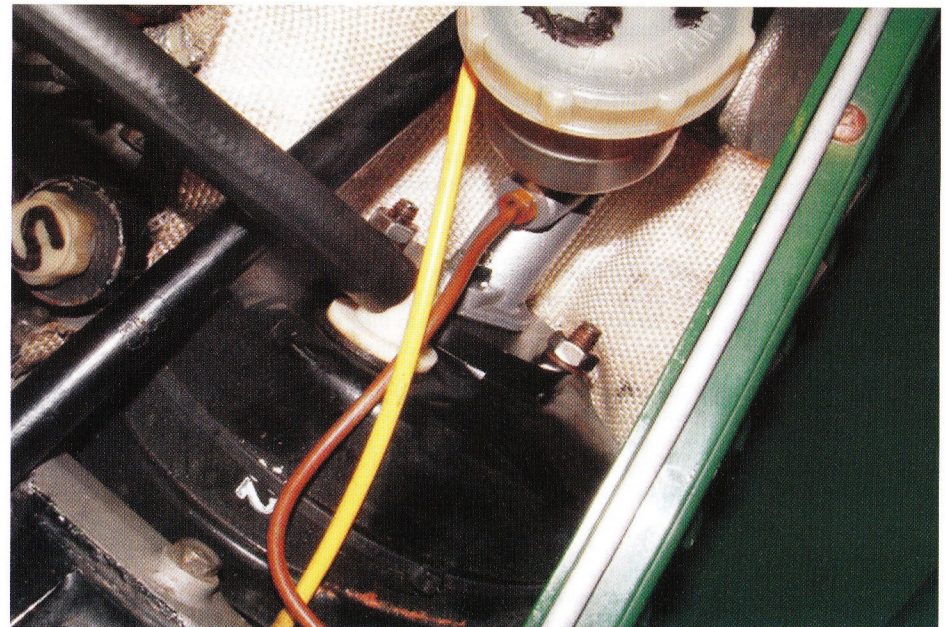
Assembly from the new cylinder side



Set of parts, 8mm. bolts for new cylinder



Neat as you like!!!



Millie and the Dodgy Geezers - Part 1

Paul Carey

My tale concerns Mr A, Mr B and I, of course, am Mr C.

In late 2001 I decided that with a little more spare time on my hands I could indulge my long held wish to build a car. Not being a boy racer anymore I decided to build one of the 1930 roadster variety. I was particularly attracted by the practicality of the Marlin Cabrio. So when I saw Mr B's advert in findit.com I was very interested:

"Marlin Cabrio - Almost New Project

Only 10% complete. With 2 litre pinto engine, all running gear, majority of components to finish. House move forces very reluctant sale. Chassis completely sealed and protected. Spent approx £7k - first reasonable offer accepted. Can deliver if required."

I emailed my interest and after exchanging a few e-mails we came to a deal. I was a bit worried that all may not be as described when the car was delivered. There is much trickery in the world and the Internet adds a new slant. On the other hand I didn't fancy an eight hour round trip to view the car. My plan was to send Mr B a cheque to cover transport expenses. I would give Mr B a building society cheque for the balance on delivery so the car was not as advertised I could send it back with a clear conscience. At the same time Mr B could be confident that I was a legitimate purchaser.

I have learnt an awful lot since starting this project. One thing is that a fool and his money are easily parted. My offer was definitely on the high side. Mr B was quick to spot a mug. As a small precaution I phoned Marlin to ask if they could give me any details of the car. Marlin were pretty much convinced that anybody not completing their kit must be dodgy as for Mr B they had never heard of him. I sent an urgent e-mail and got this reply:

"Hi Paul, If you need Marlin to verify the car, it will probably be in the name of my father in law (it was initially a joint project (for about 2 months!)). The details are as follows:

Mr A. <address deleted>

This information should enable Marlin to put your mind at ease. I cannot find the chassis number at the moment - I think I will have to strip the body panels off to find it, but if you still need it please let me know.

Regards, Mr B"

With this came a photo. I studied this practically at the pixel level. Mr B certainly new how hook a big one. My suspicions should have been roused by the fact that he did not know the chassis number. Marlin knew Mr A, a real Sweetie apparently. According to their records it was purchased in 1995. Making it getting on for eight years old in 2003. Not really almost new.

They were unwilling to estimate the value without actually seeing the car, but as long as the donor vehicle was sound, the chassis had been powder coated so should be perfect, and everything was immaculate. They thought I was paying just a little too much. I popped a cheque for the transport in the post, made payable, at Mr B's request, to his better half. I e-mailed Mr B with my concerns and mentioned, jokingly, that Marlin's reservations about people not completing the car themselves. He replied:

"Hi Paul

I cannot understand Marlin's comprehension that anyone not completing a kit is dodgy, let me assure you are I am far from it. I wouldn't last long in my profession without being honest. Although saying that, perhaps they are right about the price, but you have to get whatever you can I am sure you will agree. I am however getting slightly less than £1500 after delivery, so you are still getting a bargain, and if you get a Marlin on the road for £4k I think you have done pretty well! I will deliver on Sunday as previously agreed and when you see the car I am sure your worries and suspicions will soon be forgotten!

Regards, Mr B"

Contd...

Saturday was a very busy day. Numerous trips to the dump clearing out years of accumulated junk. The worst thing about being a practical man is that everything is of potential value. I suspect that many readers of PITSTOP will, like me, have stacks of off cuts, gizmos and gadgets that are all very nearly useful. Sunday morning I had a few last things to tidy and a clean sweep. All was ready by midday the earliest they would make it. I paced the floor impatiently. I swept the ceiling and walls. I swept the floor again. Decided to rearrange the shelves again. I considered resurfacing the floor. By three o'clock I checked my e-mails:

"Paul, I will be unable to get down to Southampton today - please accept my most sincere apologies. I realise what you must be thinking but I had a genuine emergency call out yesterday to one of my sites, and I have literally just got back from Carlisle.

I have contacted the delivery driver who says if we start loading the car now, we should be able to set off around 1pm - which I feel is a little late (plus I am absolutely knackered! - need some sleep).

I will however, send the car down, say, Tuesday but unfortunately I will not be able to accompany it. Once you have received it then post the cheque up, I hope that sounds fair.

In the mean time I will be willing to send you a cheque for the £170 you sent (thanks for that) so that you know I am not some con-man.

Once again I am truly sorry for any inconvenience I have caused.

Regards, Mr B

We made another arrangement.

"Hi Paul

Thanks for being so understanding.

The driver is setting off around 0600 hrs, so I guess he will get to Romsey just before lunch, although I will give him your number and tell him to call you when he is on the M25.

If all of the parts do not fit in the truck I will put the remainder in my car and come down on Saturday (and maybe take the wife to London for a treat - anything to get into her good books!). I will let you know after the truck is loaded.

Regards, Mr B"

The day arrived and he announced:

Subject: It's on its way!

"Hi Paul

Finally got it all loaded up. We just managed to get it all on the truck. The only things that will not arrive tomorrow are the logbook for the donor vehicle, your receipt, the Haynes manual for the Sierra, the build instructions and some other literature that I have. I will post the logbook and receipt tonight and take the rest to the post office tomorrow, you should have it all by the weekend. I admit I was a little sad when it went down the road, however I am sure it is going to a better home. All the best with the build and I hope you have many happy hours driving it.

Best regards, Mr B"

PS. Any chance of a photo or two during the build and when it is complete?

True to his word the car arrived on a low loader. In the excitement I clean forgot to take a photo of the occasion. Two blokes, one driver and one riding shotgun, worked like a well-oiled team unloading everything off the lorry. The Car had the rear wheels temporarily attached and a dolly trolley bolted to the front. This was easily wheeled into the garage. The engine, gearbox and a seemingly endless number of boxes followed.

Contd...

At such a speed I just couldn't check all the parts were there. I mentioned that I hadn't seen a few bits and they said they had pretty much cleared Mr

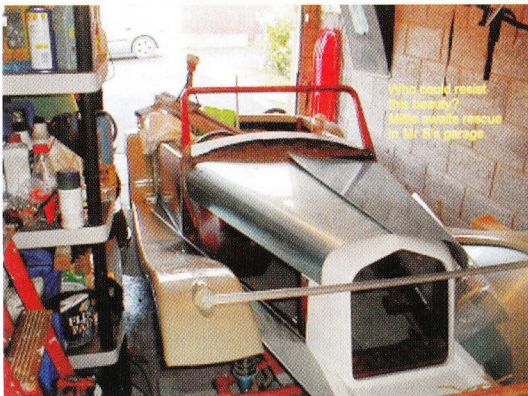
B's garage out. So if anything was missing I probably wasn't going to get it.

What a lot of bits! What had I let myself in for!

I searched all the boxes ticking of a list gleaned from the Marlin web site. Everything had been beautifully cleaned. Lots of new parts were included, like paint, tools, clutch and discs.

At the end of the day I was well pleased with my purchase. I stood in my garage with my new car and building society cheque. I still had a bit of the cold and pricklies underneath the warm fuzzies. One hears of so much trickery on the Internet. What a nice trusting chap Mr B must be. I could easily have retained the cheque but Mr B had been true to his word and with only a few bits of documentation to follow I wanted to honour my side of the bargain. So without further delay I put a cheque in the post and e-mailed Mr. B with a list of missing items. So he could confirm that they were not going to come. His reply

"Hi Paul



Who could resist the beauty? Make a little rescue in Mr B's garage.

I am happy that you are pleased with the car - and yes there are lots of bits to put together!! But when you get your head around it all it isn't all that daunting a prospect. I am sure once the build manual arrives you will feel a little more confident! I will search the garage, shed and my father-in-laws garage to see if I have missed any parts. The majority of what is missing I should have. I will have a good search through at the weekend and let you know, then I will arrange to deliver them. Good luck!

Mr B

Mr B sent a final e-mail to say the cheque had arrived. Then disappeared. Never to be heard of again.

To be continued...

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The Ramblings continue...

Sue Roedel

Where to start?! Last issue I left you stating that I was off to get my posh frock for the Shindig. I haven't done that yet. However I *have* had the front of my car fixed again and T has also sorted out the valve guides and stems so I'm not smoking everyone off the road any more. He also replaced the steering rack that had been loose for **SOME** time! In T's words, and he's not someone who swears, it was *@!%! . He said he didn't know how I hadn't had an accident! Well, you know how it is? These things get steadily worse but you just, kind of, get *used* to it! Even I knew it was bad though because by the time it went in to be replaced I must admit I was feeling a bit unsafe. When someone tells you the car is weaving down the road but you are holding the steering wheel steady, *that's* the time to maybe check your steering! Joan, you can't call my steering "nautical" any more!

I went on the Edinburgh trial with Peter Davies in his Panther and we had a good time. It was the first trial I have done in the cold *and* wet and halfway round we met up with Doug and Liz Billings and Derek Jones who were all spectating and I purchased a Marlin fleece hat from Liz. Becoming it is *not*! But who cares if it keeps you warm? We had a reasonable run but didn't find out how well we'd done until a few weeks later when all the results were published.

Despite the fact that we are in a Panther, not a Marlin I've published the photo of us coming up Bamford Clough. We both have grins on our faces although some thought they might be grimaces! We were chuffed because we conquered this hill following a disaster last year on it.



The Monty had been getting more and more unreliable in the last few weeks and having just got the Marlin back from T it was a relief as the Monty threatened to not start on every motorway trip I planned. It's possible it was just a simple case of replacing the alternator or starter motor but I was reluctant to spend *any more* money on it having spent out so much on the old heap in the past. So, I decided, when it died, that would be the time I would source another car. I had been in denial about having a "second car" for nearly a year but the time was approaching to face up to the whole situation. As you may remember, my father donated the car to my brother and I and I had ended up as the keeper. It was a big old tank of a thing with rust, peeling paint, no radio and no heater but it had electric windows, comfy seats, did over 50 to the gallon, had a massive boot that I could throw my sports bag, briefcase, laptop and overnight bag into and it got me around on the long motorway trips that I now do regularly for my job. I began to use it on a regular basis for the motorway journeys, and gradually got used to the idea of a second car. Then it died. Over the year I had been using it more and more, despite the shouting denial that I was the owner of a second car the odd warning about it not starting. In the end it could take up to 20 turns of the key to get it to fire up. One day I had such trouble getting home, it was spluttering and complaining and I managed to limp home and that was the end. I wouldn't start it again.

Contd...

The Marlin had just got back from having the engine done so I knew I had a sound car and I knew I wouldn't be without a car if the worst came to the worst. John could lend me his Marlin or there were other cars at my disposal but I was determined to get something sorted properly.

It was a bittersweet feeling as I started to look for a replacement Monty. Part of me shouted that I didn't need or *want* another car but the sensible part told me to stop being so stubborn and get real. I now drive hundreds of miles on motorways and the Marlin just wouldn't be up to the challenge without a permanent mechanic on board. So I bit the bullet and set to looking for a replacement Monty. I decided if I was going to have to have another car it would have to be an estate one like the Monty as I had got used to the room. It had to be able to transport the chinchilla cage, half my garden or a fridge. Twice in the last year I found myself taking a fridge to the dump so I had to have a car that could accommodate these things and more. I looked at Vauxhall Omegas because I was told they are like tanks, I looked at Mondeos, because they are Ford and I like Ford, I looked at Focuses, Ford Escort vans and then Ford Escorts. The Omegas were too expensive, the Mondeos and Focuses too boring and ordinary, the vans needed a different sort of licence. Suddenly, a little picture of a Ford Escort Estate appeared on my search on the Autotrader online. The description sounded fair, 5 years old, 32,000 miles, low price. I added it to my shortlist and called the man. It turned out to be an ex-airport car owned by BA and was actually a Ford Escort "Flight". It was white, immaculate and the low mileage grabbed me. I knew I'd clock up the miles immediately but this car seemed too good to be true. We haggled the price mildly, just because you have to and I secured the £2100 deal within a week. The day I collected it, 5th October, it had 32,000 on the clock and after 7 weeks it has over 36,000. The nice low mileage won't last but I don't care. I collected it the morning and drove straight to Winchester for work and when I came home in it the next day, the Monty had gone, taken away by the Council and I had a new space for my new motorway car. I felt a bit sad when I saw that the Monty had gone as my family tends to get sentimental about cars and I was glad I had patted her goodbye when I set off the day before. I posted the logbook off to the DVLA and patted the Escort as I went indoors.

I hate to admit it but after nearly 20 years of just having the Marlin, a second car has taken much of the worry away regarding reliability, comfort and fuel consumption. I must be getting soft! However having the Escort doesn't mean the Marlin will sleep in the garage for the rest of the winter. Far from it. Unless the weather is ridiculous and I can use the Escort, just because it's there, the Marlin will always remain as my main car. I don't care that it's noisy and drafty and cold and needs coaxing in the cold weather to keep going. I don't care that I have to put a fleece hood up to stop the draft on my neck and wear two pairs of gloves to try to keep my hands from freezing. I don't care that my feet get warm but the windscreen stays frozen – it's my Marlin and will always be my passion. Driving in the Escort I am anonymous, which is a novelty after so many years of attention in the Marlin and although sometimes it's quite nice to not have to be on show ALL the time, mostly I feel as though I have to have a huge sign on the back saying this is just a temporary thing I happen to be driving because I have to take long journeys. I have, of course, got my "My other car is a Marlin" sticker in the rear window, much to the amusement of my work colleagues but they have to admit that the Escort looks considerably better than the poor old Monty. It even seems to be staying reasonably clean, despite being white. I took it to a hand car wash place and felt terribly decadent sitting there while lots of young men crawled round and made it look shiny. I'm just a bit sad that I now get into the Marlin and it feels a bit odd for the first few moments. The clutch feels stiff and the steering wheel feels small. I am also beginning to get a bit too used to the radio travelling on the M25 and the heated rear window and the central locking. I love the big boot and the easy chairs for seats. But after a few minutes back in the Marlin again it feels like my glove again.

I blame the job. I was perfectly happy with only one car until I had to start driving round the country. For 18 months I resisted everyone's suggestions that I get myself a "little runaround". I have one, it's called a Marlin. Now I also have a big runaround to tackle those motorways. At least the mileage is good!

That reminds me, I must get the hard top on! It'll be less drafty.....

Marlin Moments

Biro

The South East Midlands Sunday chapter, conclave or lodge of the Marlin Owners' Club potters on to the enjoyment of the handful of us who attend. However, it might prosper better if I make it perfectly clear where and when we meet, as there have been one or two inaccuracies in PITSTOP recently. The meeting place is definitely The Queens Arms at Orlingbury near Kettering in Northamptonshire and we meet up every other month on the first Sunday of the month at mid-day. Having said that, the next meeting is on the 8th of January because at the last meeting the general consensus of the attendees was that the 1st of Jan would not be ideal, what with folk still being steaming from the New Year celebrations. (Drunken louts the lot of em, I was up for it but was out voted by our resident Scotsman.) Normally, when we've finished discussing our latest breakdown horrors and canny wheezes to keep the wretched cars on the road, we talk about the mediocre coffee harvest in Bolivia or anti social behaviour orders and stuff like that.

However, at the next meeting we are having a break from our usual bacon butty done posh with Mexican crisps and weeds on the side; instead we intend to have a proper sit down lunch and those of us who don't usually bring our other halves have threatened to do so. Mrs. B. says she'll give it a go. If you would like to join in at this gathering, whether you've been before or not, then please give me a call a day or two before so I can warn the landlord what's going on. He said that even if people turn up on the day without notice then that wouldn't create a problem. Call me on 0116 2418183. In the last PITSTOP our editor, St. Susan of the M25, got a bit carried away with her editing and may have confused one or two people as well as me. In my piece I referred to a couple who came with their big black curly dog and I said I couldn't remember their names. Sue thought it might have been Tim and Sue Hawkesworth and filled in for my dodgy memory, I think it was the big black curly dog bit that did it - but it wasn't them. I still can't remember who they were except that they live near Leicester. Clear?

Wobbly back end

On the way home from the above meeting, I hit a rain filled puddle which gave the car a bit of a jolt. I heard something metallic hit the ground and saw it scuttling off in the gutter. I hoped it was just a bit of roadside debris, coke tin or something and carried on regardless as it was p----ing down with rain and I wasn't inclined to stop. A few miles further on I got the distinct impression the back near side was a bit squidgy and put it down to a possible slow puncture or something. I didn't stop as it was still... you know... and drove on. Next morning I opened up the garage to see nasty slimy stuff all over the floor. My initial thought was petrol as it was under the back of the car but on fingering it, I discovered that it was hydraulic fluid. I was puzzled by this as I hadn't experienced any brake trouble so got down and had a proper look, which revealed a broken shock absorber. The threaded bottom piece had broken away from the main body of the unit, which was hanging down uselessly. Ah! Hence the funny business yesterday afternoon on the way home. A search on the internet, yellow pages and a few calls to fellow members had me scurrying off to Halfords of all places. My thanks to Keith Dodd for that one. Quite a few of the motor factors could get the shockers but Halfords were the cheapest at £22.94. Part No. Monroe R2358. Obviously I put a new pair of shockers on which was not a difficult job but involved undoing somebody's careful carpet trim in the back to get at the fixing bolts for the top shocker brackets. However, this gave me the opportunity to investigate part of my car, which has always been a bit of a mystery- the petrol tank and its associated gubbins, pipes, electrics etc. I was pleased to see that everything was neat and tidy, dry and in good nick. When I bought the car in 2000 it was pointed out that the filler cap was quite low and in order to avoid spillage on left handers when full, it was advisable to put "this bung" in the filler tube. Obviously I followed this instruction and have had no trouble but I can't help noticing that many Roadsters have much higher fillers than mine. While I was inspecting the tank under the boot floor, I saw that it would not be too difficult to move the filler further up the bodywork. But I doubt if I ever will. So I stuck the carpet back and forgot about it.

Contd...

Anyway the new shocks give a firmer ride with thankfully less spring deflection. There had been many occasions when I had contemplated fitting bump stops as I was getting the odd clouting noise when two-up.

News from the shed

For some time now I have been contemplating fitting a more vintage looking steering wheel. My car sports quite a nice Mota-Lita wheel but it is a bit 1970s in my opinion. The best of the original 1930s style wheels are the Blumells Brooklands, which have four sets of four chrome wire spokes. They are still available today from Kimble Engineering but unfortunately the smallest is 17 inches diameter, which would look daft in a Marlin. They are also hideously expensive. Anyway, I've decided to have a crack at making my own, no, don't laugh, I've already got some of the raw materials together including some 3.5mm chrome wire from a B+Q draining board rack- £4.99. I'll let you know how this goes, next time.

And finally, the sports news

The accompanying photo shows a Marlin doing what it does best in the world of motor sport – going up a very steep, bumpy hill without stopping. The photo was taken on October 1st at Bamford Clough in Derbyshire, one of the twenty odd hills, which make up the Motor cycling Club's annual Edinburgh Trial. It is interesting to study the technique of the different types of car. Some, if they have loads of power just go for it gung-ho style and get to the top on sheer momentum and run the risk of ripping exhausts and other stuff in the nether regions off the car; whereas natural trials cars, such as the Marlin, can, with a skilful pilot plod their way up, steering round rocky hazards and get to the top incurring no damage at all. To see this done by a top entry is a joy to behold. This pic shows Bryan and Pat Phipps concentrating on making a good job of it. I would have shown a picture of our editor on this hill doing her stuff as a bouncer but I couldn't on two counts, firstly, she wasn't in a Marlin and secondly, she was going too bloody fast- I just remember a sort of blur flying past with an arm waving, well I think she was waving.



Members' Comments

Paul Bridle says:

Poor Millie racing up and down the M27 with no registration plates. (PITSTOP October/November 2005). I could have had the same problem and possibly even a Q-plate to my Rover V8 powered Sportster, but I was fortunate to see an advertisement for Paul Jepson of Kit Car Registrations (Tel No 0118 984 2303) in Kit Car magazine. I phoned him and he took all the details over the phone for SVA application and DVLA registration process. Next day all the paperwork arrived – to check, sign and date, send back with all relevant documents and a cheque for £35. The registration process was started straight away before I had passed the SVA. I failed the first time on emissions on one bank, while we played with this, the master cylinder, which is directly over the exhaust manifold got too hot – heat shield required. Modifications were done and car passed second time and the MAC was sent to Paul

The police checked the engine and chassis numbers for DVLA in Dorset and this was carried out before the re-test. My chassis number was welded on the side of the bulkhead by Marlin during the chassis manufacture, the first four digits were alphabetic and perfectly acceptable. After a few letters between Paul Jepson and DVLA, an age related registration number was issued. At all time Paul Jepson phoned or wrote to let me know the status, my wife tells me it was the best £35 I spent during the build of the car. An excellent service which I would recommend to anyone.

Unfortunately it has rained since the car has been on the road and it has only had three short runs, looking forward to next summer.

(Listen up all those who are sweating about your SVA – this sounds like the way to go! Good luck with completion and thanks Paul B, for telling us about Paul J and Paul C, don't tell Millie it might have been easier....! Frankly you could have been a-paul-ed. Sue)

Alan Hogg says:

Anyone who reads any of the motoring magazines will surely have noticed the derogatory statements made by some writers with regard to kit cars in general.

Sure there have been some 'bombers' and the paying public are better off for their demise but have they simply forgotten the origins of Lotus, Tvr, Marcos etc all of which were offered in 'kit' form and called 'specials' are now highly acclaimed classics, certainly for the earlier versions

What, then will become of 'Marlin'? Does it fit whatever criteria those writers hold so dear, or is it simply the passing of time and a change in attitudes that will place our cars on the podium. What do other members think?

Now we have another Marlin in the family in the shape of 2litre pinto engined Roadster bought off Ebay by our son. The car, which was advertised in Leicester as a SWB turned out to be LWB (owner/builder hadn't realised) and had sat unused for 5 years having been built in '93. Some frantic last minute bidding secured the vehicle and with minor fettling of the front callipers by Dad (me), sailed through it's MoT. It's a tad thirsty on twin 40's and hot cam/flowed head but it goes like s---- off a shovel with 115 bhp at the wheels. First outing was to Shelsey Walsh Centenary meeting (not competing!!) with me trying to keep up in my Cabrio. Great day out, with the highlight being the Auto Union driven with gusto up the hill, and trying to hold a conversation with Tim Hawkesworth while ERA's Bugatti's and the like were fine tuning their motor's just feet away!

Has anyone else seen the Cabrio on e-bay recently advertised and still no bids.

Contd...

This car apparently has had over £11000 spent ((not sure on what) and has been heavily remodelled in marine ply to resemble a skip with lights. Sorry if that causes offence but it sure as h-- - doesn't cut it with me in the design stakes.

Lastly, if there's enough interest from members, maybe we can get another meet going in the East Midlands, say between Derby and Leicester. Give me a call on 01332 753000

Finally, thanks to Derek and Joan who were in no small way responsible for our latest addition to the family, a 9 week old Springer spaniel bitch!

Peter Morris says:

There's oil in them hills, and "whoops" all over my driveway. If anybody is intending to use a plastic capillary tube, for connecting to a mechanical oil pressure gauge, be warned.

I was feeling really pleased with my car back in March of this year. That was until I returned from a long journey to the Forest of Dean. I parked the car in front of the garage and turned off the ignition to go indoors for a quick pee. Three or four minutes later I opened the garage up, jumped back into the car, and started it to drive into the garage. Suddenly there was this really horrible screeching noise from below, which sounded and looked very expensive, because there was oil everywhere. I could not figure out for quite sometime, because of the mess, exactly where the oil had come from. I looked everywhere then I examined that horrible cheap plastic oil pipe; there was a burn hole in it. I had protected it during the build, with slit plastic tubing, but it had slipped and exposed the capillary tube.

The advice is to fit a decent braided hose and route it well away from the engine. I bought one from Demon Tweaks and the stock number is LMA041/6, which is 6ft long with 2 x BSP flat ends. Better still, don't use a mechanical gauge at all, and pay a bit more for an electrical gauge!

I was lucky, because it happened at home, but you may not be. If in doubt chuck it out.

Happy Motoring

Classic Trials Marlin record

Andrew Brown

As some of you may know I have been keeping, for nearly ten years now, a record of all Marlins used for classic trials. The data has mostly been gleaned from information in the 'public domain', such as event programmes, start sheets, results, and photographs, but I've also added a few comments of my own where appropriate. I've now decided to publish this information (on nearly 100 cars!) and, by the time that you read this, it should be available on my website at www.wheelspin.org.uk - follow the relevant link under 'News'.

I'd very much like to make sure that the information is as accurate as possible and I'd therefore ask all members - not just the trialling fraternity - to please have a look and let me know of any errors and omissions. Information on how to submit your comments is on the website. I'm hoping that most of you without internet access will know somebody who has - and that you'll be able to ask them very kindly to print-off the list and then e-mail any comments to me on your behalf. Many thanks

NEW Members

A BIG WELCOME and CONGRATULATIONS to the following members who have just joined or re-joined us – You have made the Right Decision!
(Apologies for any spelling mistakes in the names – blame the Membership secretary!)

Wayne Adams	Plymouth	To be confirmed
Ray Bater	Exeter	Berlinetta
Bob Billington	Merseyside	Cabrio
David Blackett	Northumberland	Sierra based Berlinetta
Robert Brown	Rutland	Marina based Roadster
Adrian Bull	High Wycombe	Marina based Roadster
Roger Coombes	Isle of Wight	Berlinetta
Keith Davies	Devon	Cabrio
Simon Donnelly	Bolton, Lancs	Marina based Roadster
Mike Flarry	Guildford	Berlinetta
David Griffin	Chichester	Marina based Roadster
David Heath	Ruthin	Marina based Roadster
Robert Kinghorn	Powys	Marina based Roadster
Derek Lund	Wisbech	Berlinetta
Bob Mitchell	Kent	To be confirmed
Desmond Mitchell	Didcot, Glos.	Hunter
Jim Pailing	Harlow, Essex	Marina based Roadster
Richard Sallis	Chalford, Glos	Berlinetta
John Stroyd	Worcester	Triumph based Roadster
Don Tremayne	Cornwall	Looking for Trials Car
Gary Warman	Bedford	Triumph based Roadster

Welcome to the MOC!

Smile please!

Taken at the South and West Register meet at the Warren Inn, Dartmoor



Kitbits

KB1 MOC needs you - Dave Hitchings is definitely stepping down!

As you are aware, Dave WILL be stepping down in May at the AGM at Stoneleigh. He has been Chairman for 9 years and feels it is time for someone else to be Chairman. We are not able to persuade Dave to stay on therefore we are looking for a MOC member to step in and take the job of Chairman for the Marlin Owners Club. If you are thinking about it and haven't come forward yet, just pick up the phone and give Dave a call for a chat. Chances are if you're already thinking about it you know it's something you can and want to do so a call to Dave to confirm that is all you need. Don't Berlinetta shy, the committee are a nice crowd and the Club would be only too happy to welcome you as Chairman. If you think you are interested, please contact Dave. It's too soon to throw Liz in as Chairman – she's only just arrived as Vice Chair! Come on – someone must be interested? If I can put myself forward all those years ago with no-one knowing me, you can too!

KB2 Stoneleigh judges needed

As you are aware, we run the Concour at Stoneleigh and we always have judges to look at the rows of cars and make the judgement over which cars are deemed the best in class and show. We are looking for volunteers to take on the role of judge for the 2006 concours. It's not a horrible job, but one we need volunteers for so if you're interested in getting your head under the bonnet and body of everyone else's cars, step forward! Contact any of the committee.

KB3 Website Forum update

Some of you will have noticed that there are a couple of new features on the Forum. Some changes were made recently, some of which are in the background but some of which are noticeable by users. The biggest change is that you can now view the Forum by recent entries ONLY. This helps if you have posted an item some time ago but can't be bothered to scroll down the list to see if you have received any more replies. We also have some pictures of Club goods, including the new tee-shirts, now and the list will be added to in the new year. I've added a link to a very good website that shows you kitcars for sale. View that under the "Links" page. If you have any ideas for additional improvements on the website in general, please let me know. I still have some more ideas but can only get my webmaster to do so much at a time! I'm aware that some of you struggle with adding photos but as long as you have made them 64k jpegs or smaller, you shouldn't have any problems. If you need help reducing the size of your photos for the Forum, please let me know and I will endeavor to help you with reducing them. After all, my job is teachpeople to use software so I reckon I help you lot!

KB4 Cabrio has a new owner

It came as a bit of a shock to Cabrio builders that Marlin Cars had sold Cabrio and that any outstanding parts had to be ordered by October or they couldn't finish their kit. This is not good news for those who were not in a position to buy the final stages of their build and the situation is not particularly helpful. It's not known yet how the Cabrio ownership will pan out but we hope to find out in the near future.

KB5 Get your stockings filled! Club goods or the 2006 Calendar are a perfect idea.

Club goods are a great little stocking filler idea for Christmas or birthday gift or any other little gift idea that you want. We have some new tee-shirts and fleece hats that are ideal to chuck on at events and also promote yourself as a member of the Club. We also have the Club calendar (that features MY car!!!) Have a look on the website or at the back of PITSTOP for ideas and contact Liz Billings with your order.

KB6 SHEB

Next SHEB is 22nd January at a PROVISIONAL VENUE of the Six Bells at Boreham on the B1137, orth end of the village. Mike Nel is hosting and he is on 01245 474166 or Mike.Nel@tesco.net.

Contd...

KB7 New Club Goods

NEW Marlin T shirts available now in black, white and navy. Only £7.00. Order from Liz Billings

KB8 Members' email addresses

If you haven't emailed Tim with your email address yet, please do. It's really useful for us to have this information against our database in case we need to contact you. Please email Tim as soon as you read this so he can update his records.

KB9 Still wanted – Sportster & 5Exi articles

Are you out there? 5Exi owners are very quiet! I know we have some and you are being shy about coming forward. No doubt wanting to wait until you have finished your build before making yourself known but we are interested now! We are now getting more Sportster articles trickling through, thank you very much, but keep them coming please.

KB10 Subs are due!

If you don't already pay by standing order, you will receive a reminder invoice from Tim about renewal of your subs in the New Year. You could send the cheque now if you want to. Subs are due from now so feel free to get your £15 (or £15.50 with spouse) cheque in the post. I have set up an annual standing order and it takes all the pressure off having to remember to write that cheque. If you want to start a standing order payment, just contact Tim by phone, in writing, by email or through the website. Just go to the membership button then click on the blue "Standing Order" request form and Tim will send you a standing order mandate to complete. The rest is automatic.

For Sale

Berlinettas

Berlinetta: one owner (builder); 2 litre Pinto engine; 5 speed gearbox; hard and soft tops; professional paint and trim; 6,500 miles since completion in March 2000; M.O.T.until March 05.

£5250

Contact: Alan Morgan 01227 709325 or jennifer.morgan4@btinternet.com

Reluctant sale of beloved Berlinetta due to arthritis. Built 1991/1992 Cortina running gear, 2 litre SOHC EFI two tone paint, BRG/white, fitted Rivenhood soft top, spare hard top, stainless steel bumpers, badge bar, headlamp, nuts and bolts, original donor registration, build manual, all receipts, photos etc, 12 months MOT, untaxed (31.10.05), new battery, steering rack, front brake callipers and nearly new tyres. In excellent condition. Must go to a good caring home.

£3995

Contact: Geoff Spence 01524 262192 (Lancaster area)

Berlinetta long wheelbase built 1989, 2000.cc Ford Pinto, maroon & silver, Q391DDC. I acquired the vehicle 25/07/91 & had many years of fun but it's not been on the road for the last 2 years so needs a bit of TLC to get it back on song but shouldn't take too much to do. It's time for it to go reluctantly as it's taking too much room up in the garage.

£1500 to buy it into a good home. No haggling.

Contact: Bill Griffiths 01287 650762 or 07836 378513 or billygriff@yahoo.co.uk

Berlinetta for sale, requires a tidy up but is a very interesting project. Taxed and being used at present, re-built uprated 2000cc OHC engine, unleaded head, five speed gearbox.

Contact: Danny Nelson for full details 0121 453 7250 or 07976 836374

Sportsters

Built to power chassis stage. Fitted with recon Rover V8 carb engine with new Rover Gearbox from RPI Engineering, Norwich (£2,500+VAT). Marlin V8 twin exhaust manifold + system (£750). Lumenition system fitted to engine (£92 incl. coil). All stage one chassis parts fitted with Ford option (see www.marlinracing.co.uk). Also hydraulic clutch (£259). Deluxe fuel tank (£280). Brake kit, prop shaft (£150). Wiring loom (£154). Momo steering wheel + boss (£80). Fox racing alloy wheels + tyres (£450). Engine can be seen running. I dread to think how much I have spent on this project but it must be in excess of £11,000. I have stalled badly on build but kit kept in dry garage. All receipts for major items can be viewed. House move forces sale. Pictures available on request by email from davefreegard@hotmail.co.uk.

Offers over £5500 invited

Contact: Dave Freeguard 01480 812231.

Roadsters

Marlin Roadster Sports, Red, powered by Alfa Romeo Twincam 1972 cc. New home sought as new toy means my pride and joy isn't being driven as much as I would like. Rear axle drive shaft requires an oil seal otherwise roars like a lion. New carpets ready to fit. Request by Email for further information and pictures.

£2750 ono

Contact: Steven Pye

Roadster, 1275, cream and brown, built 1991/2 by present owner, tan hood with zip-in hard sidescreen, heater/demister, lockable rear compartment, bonnet lock etc. Motor rebuilt 2002, 1800 axle, loads of spares, non Q plate, tax exempt, ideal second car.

£2300

Contact: George Sayell 01926 336029 (Warwick)

Marlin Roadster SWB 1985, Red, MGB engine and gearbox with overdrive, full weather equipment and wind deflectors, drives really well.

£1500

Contact: Ted Walton 01452 720700 (Gloucester)

Complete unfinished Roadster Mk2 kit, SWB, Marina 1300 donor, suitable for re-build or restoration of your Mk2 (non-SVA) Roadster, building an autocross, someone brave enough to pass SVA or just take as spares. Contains 5 alloy Ribsters, set of £300 instruments, twin carbs on inlet manifold, Kenlowe hot start and much more.

Bargain at £650

Contact: Bob Harrison 01474 833348 (Gravesend)

Marlin Roadster SWB, 1800TC, 13,000 miles since built with professionally rebuilt engine, full weather equipment, won many awards, tax exempt, some spares. Needs a bit of TLC now but a bargain to a good home.

Offers

Contact: Phil Shaw 01254 610568 / 07787 536323 or philshaw1@ntlworld.co.uk (Blackburn, Lancs)

LWB Roadster "Hybrid", Triumph front suspension, live axle rear, re-built 2500cc 6 cylinder unleaded engine, re-built overdrive gearbox, leather seats, new wheels. This car requires painting and completing but it was presented before SVA for registration and registered as a "Historic Marlin Roadster". There are too many new parts to list.

Contact: Danny Nelson for full details 0121 453 7250 or 07976 836374

Marlin Roadster LWB Fiat Agenta 2000 L Twin Cam engine 5 gears changed over for un leaded fuel 10 months MOT Serviced this week with a new coil / timing done / mixture corrected / new fuel pump / general check over and so now running like a dream. Kenlowe fan. Set up for Trials as well as general use. Silver and Blue Side screens and roof cover and tonneau cover, big rear, very sturdy roll bar, looks brilliant and great fun to drive. Inc some spares (set of wheels, rear axle, springs, bits and bobs) All this little car needs if anything is some re decorating inside inc dash board and carpets. This roadster is such a great car to drive, steering is very responsive and you could probably steer the car just using the torque of the engine. Come and try it..

Offers

Jonathan Ellman-Brown 01273 452422 / 07876593896
Shoreham By Sea info@stormriders.biz

Unfinished Roadster kit almost at upholstery stage. 1.8 s.c. marina engine, new seats, black with red trim, hood, chrome light bar, large chromed headlamps , chrome wheels, new tyres, smiths instrument gauges, not painted, split bonnet, not registered.

Offers

Contact: Barry Purvis 01952 248847 (Shropshire) or barry@purvis45.freemove.co.uk

Cabrios

Marlin Cabrio

- Completed 1996
- Sierra based kit
- Ford radiant red, interior in charcoal half leather with recliners
- Non Q -plate
- VULCAN 2.1 litre SOHC PINTO, Weber 32/36 Twin Choke DGV
- Electronic ignition
- Pacet Electric Fan, Stewart Warner Instruments
- 5 speed 'box
- Most parts new or reconditioned. Many spares available.
- Used daily, fully sorted reliable car
- 12800 miles

£5950 ono

Contact: Ian Gardner 07919 304832 or 01332 552700 (Derby) or iangardn@gmail.com

Marlin Cabrio 3500 cc, V8 5 speed. Excellent build quality

Offers

Contact: Danny Nelson for full details 0121 453 7250 or 07976 836374

Miscellaneous

5 Mangel 15" x 6" chrome wheels with wire "baskets"

Offers

Contact: Alan Morgan 01227 709325 or jennifer.morgan4@btinternet.com

BMW 325i 1986, Sportster Donor Car, mechanically everything is perfect on this car. Located near Bristol.

£500 ono

Contact: Brad 07769 683992 or snowlimit@iinet.net.au

Set of 5 alloy wheels K & N five spoke 15" 205 50, correct offset for Sierra based roadster (YKC) in perfect condition with one new tyre and four having done 6500 miles.

£300 no offers

Contact: Mike Turpin 0113 2941135 or mturpin@eal.org.uk

- Unused SWB Marina based Roadster chassis and a full set of Roadster body panels.
- Berlinetta parts available. I have many, many parts now! Suspension, steering, axles, new wheels, engines, body panels etc etc.

Contact: Danny Nelson for full details 0121 453 7250 or 07976 836374

I have details of several Club members' cars that are for sale. These are selected cars for discerning owners, not overpriced and come with full history. I also have details of enthusiasts who are currently eager to purchase Marlin.

Contact: Danny Nelson for full details 0121 453 7250 or 07976 836374

Attention Marina based Roadster owners!

There are still some front suspension components available that will interest the hill climb specialist:

1. Brake pads
2. Brake discs
3. Brake calipers
4. Bottom swivel pin & lower link kit
5. Top ball pin kit
6. Front wheel hubs & bearing kits
7. Torsion bar side arms
8. Steering links
9. Tie rod forks.
10. Top links (L H & R H)
11. Bottom arms (both cast & pressed steel)
12. Set of rear suspension lowering blocks
13. Set of radiator wires

All are genuine Marina spares which would be extremely difficult to replace. When they're gone, they're gone. Get in quick!

Prices on application

Contact: Brian Gadd 01453 542135 or gaddbrose2@lineone.net

Wanted

Ex-Roadster & MOC member looking to renew his acquaintance with the marque. Got to be another Roadster, ideally SWB with an 'A' or 'B' series motor, but must be roadworthy with current MOT and located not too far away from North Hampshire. Monies available for the right car. Hope to hear from somebody out there

Contact: Martyn Moore marval@boswyn.fsnet.co.uk

PS - Whatever happened to my black Triumph based Mk1 reg EEK 18F ???

Club Goods

42mm wheel centre badges (per pair) available in blue/black/red	£1.00
Pewter Marlin badge	£2.00
Marlin Owners Club cloth badge	£2.00
Lapel Badge	£2.50
'Union Jack' badge	£5.75
Roadster badge	£8.50
Marlin badge bar badge	£14.75
"My other car's a Marlin" sticker	£1.25
Berlinetta Emblem sticker (pair)	£3.10
VIN plate (Contact for details)	£22.50
Knitted ski hat (Black or Navy)	£4.50
Fleece Hat (Black or Navy)	£5.00
Baseball Cap (Black with Red trim)	£7.50
Sun Visor	£5.00
Sleeveless poloshirt	£9.50
Poloshirt (Various colours)	£11.50
Sweatshirt (Various colours)	£12.75
Collared sweatshirt	£14.50
Tee-shirt (Black/White/Navy)	£7.00
Leather fob keyring (Red, Black or Green)	£2.00
PITSTOP binder (holds 12 copies)	£4.00
Marlin Owners Club umbrella (only available at events)	£10.00
Marlin mug (only available at events)	£2.50
Technical tips per edition	£2.75
Both editions	£5.00

Postage and packing £1.00 for all items except the polo shirts and sweatshirts that cost £1.50.

If you would like to order any of the above, please write **with your name and address** to:

Liz Billings, Halter Devil Chapel Farm, Turnditch, Belper, Derbyshire, DE56 2LU

Email liz@billings753.freemove.co.uk or

Phone before 9.00 PM 01335 370364.

Please send a cheque (including postage and packing) payable to: "**Marlin Owners Club**".

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Great Stocking filler for £6.95! (plus £1.00 Post & Packing)
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01335 370364 before 9.00 pm

liz@billings753.freemove.co.uk

Send your cheque for £7.95, made payable to "Marlin Owners Club" to:
Halter Devil Chapel Farm, Intakes Lane, Turnditch, Derbyshire, DE56 2LU

Local Meetings

Exeter Noel Pendock-Wheadon 01837 810440	2nd Sun. lunchtime	See South & West Register Planner
Gloucester Kit Enthusiasts Steve Jones 01242 677105	1st Tuesday	The Coal House, Apperly, Nr. Glous. A38/B4213
Ipswich Tony Gould 01473 780777	2nd Thursday 8.00 PM	Peak Lodge Ski Centre Bourne Hill, Wherstead Ipswich
Kent John Nash 01303 269074 Ben Caswell 01322 553354 http://www.kentkitcarclub.org.uk/	Last Friday 8.00 PM onwards	Harrow Hill Hotel, Warren Street, near Lenham.
SEMS (South East Midlands Sunday) Franklin Woodcock 0116 2418183	8 January 2006	Queen's Arms, Orlingbury, off the A509 near Kettering.
S(H)EB (Surrey/Essex/Berks) and anyone else who fancies coming along...		
Mike Nel 01245 474166 / Mike.Nel@tesco.net	22 January 2006 **Provisional Venue**	Six Bells, Boreham B1137, north of the village
Stroud Brian Gadd 01453 542135	Last Wed. PM 8.15 PM	Hunter's Hall, Dursley Road, Stroud, Glos.
Tynemouth Tony Cummings 0191 410 3044	1st & 3rd Wed. 8.00 PM	N.E. Kit Car Club Tynemouth & District MOC
Warrington Paul Crane 01295 415194 or 01942 875166	2nd Sunday Glazebrook	The Rhinewood Hotel
Wessex Kit Car Club Steve Butcher 01202 513855 / 07967 676622	1st Sun. lunchtime	The Chequers, Lytchet Matravers, Nr. Poole
West Midlands Andy Dane 01527 874466 or bmw.sportster@virgin.net	Not yet decided	Somewhere around Bromsgrove
Wigan John Mulvaney 01257 424841	2nd Saturday 1.30 pm	Hind's Head, Mossy Lea B5250, 1.5 miles north from J27 of the M6

Don't forget to check these meetings are still
on before setting out!

Deadline for copy for February/March Friday 13 January

Copy can be sent:

- By hand to Sue Roedel, 45A Wingletye Lane, Hornchurch, Essex, RM11 3SU
- On disk: Word 2000 or CD
- Via Internet: sue.roedel@ntlworld.com
- If desperate - phone it through to my answer machine!! 01708 475764

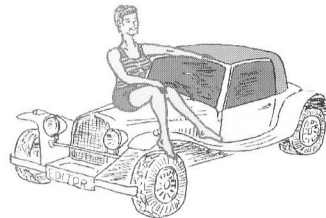
And finally...

I hate roadkill. It upsets me. Driving on motorways as much as I do now it never fails to get to me when I see dead things at the side of the road. I used think people aimed for the dead things that lay in the middle of the road as I couldn't understand how a squashed furry thing could be on the white line. But then things get thrown about when they get hit I guess. I can't help it but I count the number of pheasants I see lying on the central reservation. And it's always the male ones! The females have got more sense. It's a bit like the early morning reports on the radio that I now find myself having to listen to. My ears prick up if the M25 is mentioned and they prick down again if they say the accident is on the other side of the route I'm taking. Early November has been a nightmare for accidents. I'm convinced it's something to do with the clocks going back. People just can't get used to the dark mornings. How can there possibly be that many people on the road at 6.00 am in the morning to cause an accident in the central reservation at that time? They're falling asleep at the wheel aren't they? Wake up! Take a coffee with you, eat grapes, and peanuts and raisins, talk to friends – it works for me. I have now adapted a strategy for staying awake on my early morning drives and it's rare now that I find myself in that dangerous falling asleep state that had plagued me for so long. It makes me mad that I could get to my office in an hour and a half if *no-one* else was infringing on my journey and selfishly taking up the road in front of me and having accidents. Two and a half hours it takes to get to my office! At least I only go in once a week. The rest of the time is spent on other roads and on trains, or sometimes, luxury of luxuries, working from home.

It's not a particularly new concept but my work people are looking into a web connection that enables two people to view one PC from any separate location. I tried it out on Ben Caswell when his email wasn't working and I managed to view his Talking Triumph article on his PC in Kent, from my PC in Essex! It was fabulous! Apart from the fact that Ben uses a dial-up modem and the connection was slower than a slow thing drinking Sloe gin in Slovenia, it worked a treat. I'm so impressed with it I want to use it with all my friends but I can't think of what to use it for! It's actually going to be a training and support tool for our customers so when they ring in and say their software isn't working we can connect to them and view their screen and watch what they're doing. It's not unsafe and you have to have permission to view their screen but I think it's wonderful! If I hadn't seen that last week, Ben would still be dictating his article to me. Ain't technology grand?

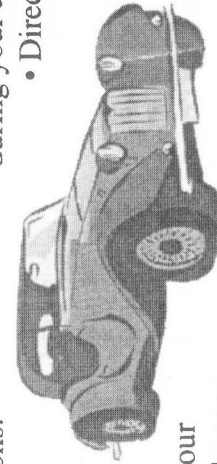
Ooh! Almost forgot to say! Happy Christmas and New Year. See you in 2006!

Editor S



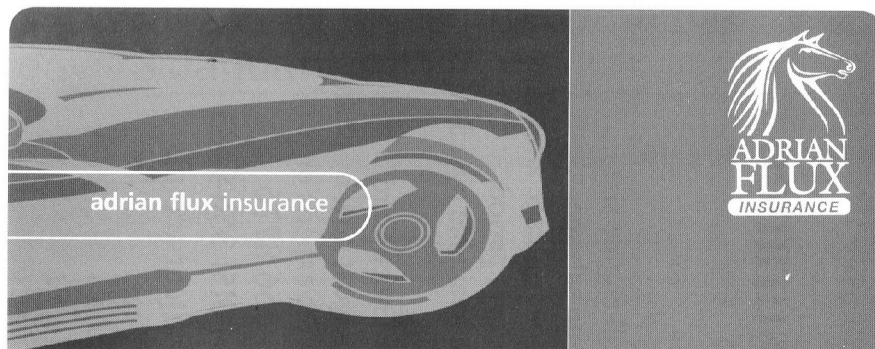
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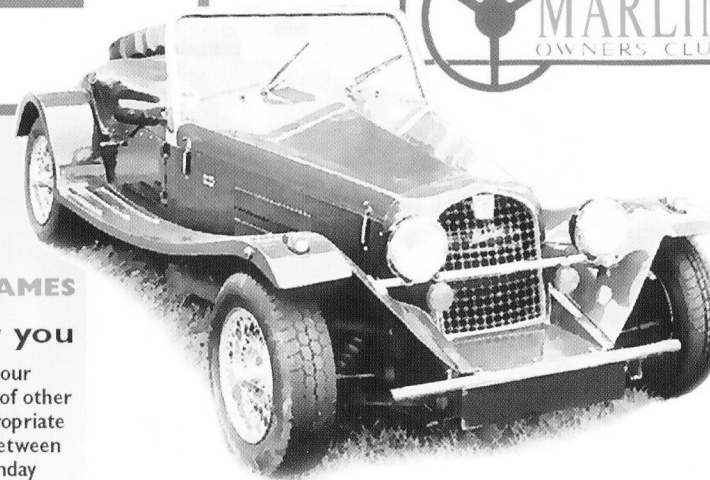
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