

Marlin

Marlin Engineering
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Belliver Industrial Estate,
Plymouth, PL6 7DD
Devon.

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The MARLIN is a rugged two seater with well proportioned agile appearance. The engine is positioned well back to give a 50/50 weight distribution and a low polar moment of inertia for good handling. With the 1300cc engine it is a lively economical sports car with useful uphill acceleration. The 2 litre engine gives it real performance and still returns 32 mpg. With the 150 B.H.P. T.R.6. Engine it is in the super car league. As each chassis will accept all the Herald, Spitfire, Vitesse and G.T.6 suspension and engine options the car can be continuously modified to suit your pocket and whims.

The MARLIN is not a replica. Most admirers think it is an old car but have no idea what. The body has been designed to flow and look good from any angle. It is exactly what it is, a MARLIN, not a pale imitation of something else. Looking underneath won't fault it either as the underside is smooth, projection free with no mud traps.

The original prototype was built six years ago and is in daily use having covered 60,000 miles. It has proved a remarkably durable off road machine as well as a practical commuter. For 1981 to make the car even more practical all kits will have the option of doors. These are flush fitting with provision for normal draught excluder strip, and have aluminium skins.

Since its introduction in June '79 over a hundred MARLINS have been produced. Production is now running at ten cars per month in a modern, well equipped and efficient factory. Although each car is built by hand, it is done with the aid of 80's technology so that each kit represents excellent value.

When choosing a kit look carefully at what you are getting for your money. Do you get a chassis or are you just buying a body? It does not really make economic sense basing a new car on a rust prone chassis that has already seen twelve years service. A MARLIN kit is not just another box of kits, it is a fully assembled body/chassis unit. It comes complete with laminated windscreen, radiator grille, bumpers and side lights. These are listed as extras by many suppliers.

CHASSIS

Our chassis is rapidly gaining an enviable reputation for quality and accuracy. It is built on a jig that rotates through 360° to enable each and every weld to be carried out in the optimum position. The main frame is constructed from 3mm thick, 64mm box section steel. It is formed in such a way that no ope

ends remain, and all through fastenings are sealed with tubes. This is the only guaranteed way to prevent internal corrosion. The body parts are attached to a steel strip welded to the chassis instead of peppering the structure with the usual pop rivet holes. On top of the main frame is welded a very stiff tubular body frame, this prevents body rattles and provides good side impact protection. Completing this structure is a slim but tough windscreen frame which provides roll over protection without recourse to an ugly roll over bar at the rear. It also means you can haul yourself out on the screen frame without fear of cracking the glass. Front and rear bumpers are strong enough to ensure you come off best in a collision. A towing hitch can be attached to the rear bumper without additional re-inforcement.

BODY

Bonnet, body sides, bulkhead and transmission cover are constructed from 16g. aluminium. This is thicker than necessary but gives a more solid feel to the car. All these parts are precision folded and formed and then fully assembled onto the body frame using closely spaced 6mm nuts, bolts and spring washers. Nuts and bolts are galvanized so that they can always be dismantled for repairs.

The boot section, radiator cowl and scuttle top are made in G.R.P. and are also ready assembled to the body. The four G.R.P. wings are supplied unassembled to ease transport. All our mouldings have three layers of 1½ oz mat with extra layers around the edges and other places needing re-inforcement.

Also supplied are lampbar, pre-shaped 12mm exterior grade plywood floor panels, dashboard blank and parts necessary to convert the handbrake. All parts can be bought separately as spares at very little more than cost price.

By now you will have realised a large amount of first class material goes into a MARLIN body chassis unit. We spend approx ¼ of the cost on materials alone, the other ¾ being labour and overheads. Although each component is of generous proportions the overall weight is kept down by designing each component to perform more than one function. Thus the screen frame becomes the roll bar, the chassis is also the body frame and so on. The end result is a neat sports car that can be expected to outlast just about everything on the road today.

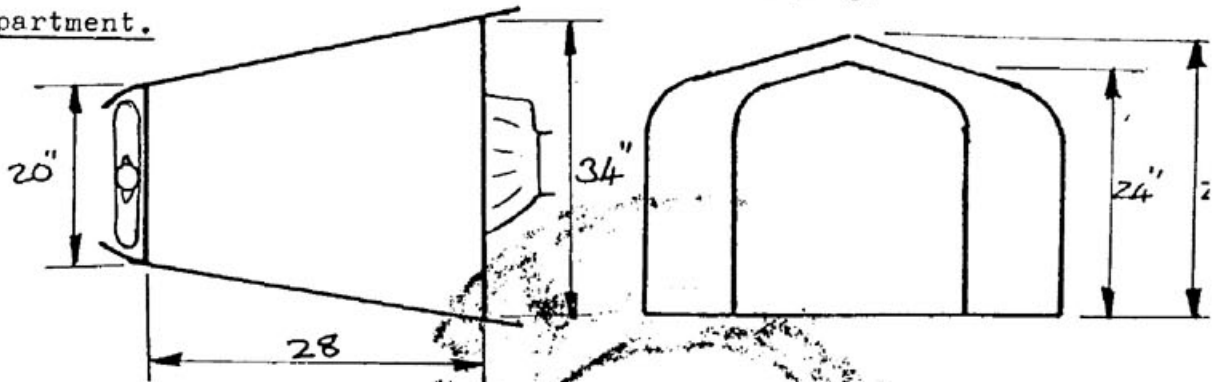
BUILDING

To start you will need the suspension, engine and other mechanical parts from either a Herald, Spitfire, Vitesse or GT6. From there it takes only a few hours to get your MARLIN body/chassis sat on its own wheels. How long is spent on the rest of the project is up to the individual. Many have been on the road after six weeks of spare time work. Instructions with copious drawings are provided to assist and a list of the parts you will need is provided on receipt of your order. The Triumph propshaft, clutch pedal, brake pedal and lower steering column are modified free of charge while you wait.

DATA

	in.	mm.
Length O/A	133.5	3400
Wheel base	92	2340
O/A width	56	1420
Height to scuttle	34	860
Height O/A	44	1120
Ground clearance	7	180
Base of seat back to pedals	41	1040 (With 50mm of foam)
Seat width	15	380
Luggage space- behind seats	3.5 cu. ft.	
Weight	4 cyl.	1450 lbs. 660 kg.
	6 cyl.	1570 lbs. 715 kg.

Engine Compartment.

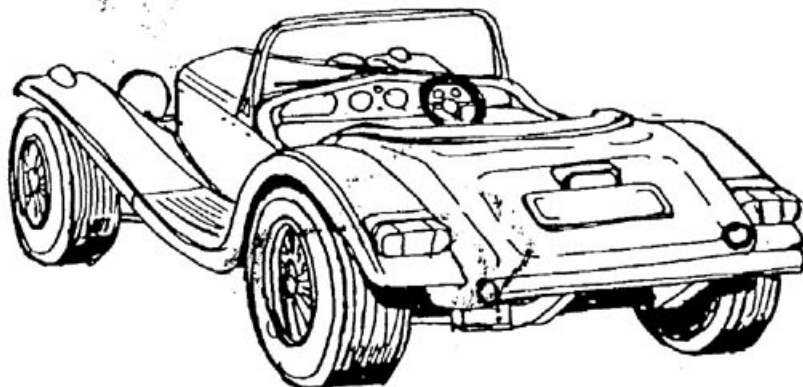


Insurance.

When gaining an insurance quote, be sure to emphasise that the body is mainly aluminium and the wings are bolt on glass fibre panels costing approx. £20 each. Insurance companies dislike all glass fibre cars. Groups tend to be Herald Gp 3-4, Spitfire 5-6, Vitesse Gp 6.

Registering.

You can register your MARLIN as new, but this is not really necessary. As all the mechanical components are retained, the car can keep its old number plate.



ORDER FORM

SEND TO: MARLIN ENGINEERING, UNIT 7, HAXTER CLOSE, BELLIVER IND. ESTATE,
PLYMOUTH, DEVON. TEL:(0752) 781302

NAME _____ DATE _____
ADDRESS _____ TEL: _____

<u>PLEASE SUPPLY:</u>	<u>TICK</u>	<u>PRICE (inc. 15% VAT)</u>	
		FOR <u>ORDERS PLACED UP TO JUNE 1ST.</u>	<u>ORDERS PLACED AFTER JUNE 1ST.</u>
MARLIN BODY CHASSIS UNIT:			
TRIUMPH WITH RIGID SIDES	_____	£825	£908
TRIUMPH WITH DOORS	_____	£860	£946
MARINA WITH DOORS ONLY	_____	£860	£946
SEATS (BARE GLASSFIBRE BUCKETS TO FIT STANDARD SEAT RUNNERS)		£24 pair	£26
TONNEAU COVER		£25	£28
HOOD FRAME		£22	£24
HOOD		£35	£39
SIDE SCREENS		£35 pair	£39
	<u>TOTAL</u>	_____	
DEPOSIT OF £100 PAYABLE WITH EACH ORDER		- £100	_____
BALANCE DUE AT TIME OF COLLECTION			_____

PAYMENT CAN BE IN THE FORM OF BUILDING SOCIETY CHEQUE, BANK DRAFT OR CASH.
PLEASE SEND PERSONAL CHEQUES 10 DAYS BEFORE COLLECTION. PLEASE MAKE CHEQUES
PAYABLE TO MARLIN ENGINEERING. FINANCE IS AVAILABLE IF REQUIRED.

CURRENTLY THERE IS A WAITING LIST OF FOUR MONTHS.

DEPOSIT IS RETURNABLE IN FULL IF YOU CHANGE YOUR MIND WITHIN 6 WEEKS OF ORDERIN

SIGNATURE