



**MARCOS**

**1800**



Conceived in the Summer of 1959, the Marcos prototype was thoroughly tested in the Welsh Mountains.

1960. Production commenced, and in the capable hands of driver Bill Moss, the Marcos gained 9 firsts in 9 starts.

1961. In a successful year John Sutton won the coveted Autosport Championship outright, thus establishing the reputation of the car in the world of competition.

1962. Numerous wins and places, and once again the 1 litre Autosport Championship.

1963. To meet the increased demand the Company moved to a 30,000 sq. ft. factory at Bradford-on-Avon, and produced a succession of attractive Spyder and G.T. models.

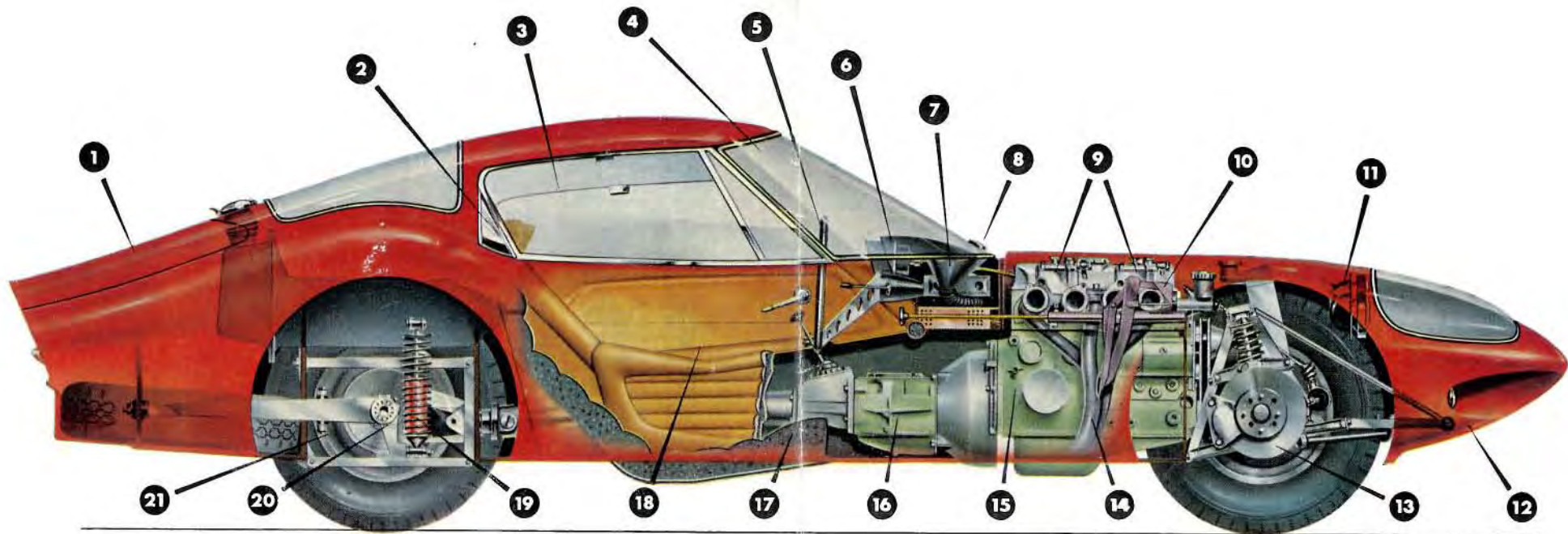
1964. Based on four years of competition experience, our talented design team has produced a car which combines many original features, with an exceptionally attractive appearance.



The Marcos 1800, is undoubtedly one of the most advanced G.T. cars of today. Combining high engine power, superb road holding, low weight, and high aerodynamic efficiency, the 1800 has one of the most advanced technical specifications available.







## 1800

The new Marcos G.T. is a car designed to give fast driving with real pleasure. The concentrated efforts of our design team have been directed to this new alliance of high speed with true comfort, a combination too often lacking in G.T. cars of this type.

The new features introduced to achieve this new ease-with-pace include a six inch adjustable pedal assembly, a four inch telescopic steering column adjustment, well upholstered reclining seats sculptured to the human form, unique well matched suspension and re-

markable power to weight ratio of over 200 B.H.P./Ton.

New also is the arrangement of instruments in a cockpit design which owes nothing to tradition and everything to the immediate requirements of the more exacting driver.

The large wrap round screen with slender pillars and the low bonnet line provides for the driver unobstructed visibility.

Offered at a highly competitive price, the Marcos is a true Grand Touring car unrivalled in its class.

## KEY

- |   |  |
|---|--|
| 1 Large capacity boot of 7 cubic feet.                    | 12 High impact resistant Glass-fibre coachwork.    |
| 2 Used air extractor.                                     | 13 Powerful self adjusting Disc brakes.            |
| 3 Sliding windows.  | 14 Free-flow exhaust system.                       |
| 4 Low drag, wrap round screen.                            | 15 Rugged Volvo power plant.                       |
| 5 Dished wood rimmed steering wheel.                      | 16 Four speed all synchromesh gearbox.             |
| 6 Illuminated hooded instruments.                         | 17 Full length contour couch seats.                |
| 7 Fresh air heating and demisting system.                 | 18 Large door pockets.                             |
| 8 Two speed wiper assembly with screen washers.           | 19 Direct acting coil spring and damper units.     |
| 9 Two Stromberg Optional two twin Choke Weber 42 D.C.O.E. | 20 Positive traction rear suspension.              |
| 10 Fully adjustable pedal assembly.                       | 21 Optional Hyper light magnesium elektron wheels. |
| 11 Dual Headlamps.  |  |



## SPECIFICATION

**CHASSIS.** Race proven Marcos Monocoque Principle giving exceptional torsional rigidity.

**SUSPENSION. FRONT**—Independent, by unequal length wish-bones, and 15" coil spring and damper units.

**REAR**—Cross braced leading link with 16" coil spring and damper units.

**BRAKES—HYDRAULIC. FRONT**—9½" Disc, splash protected.

**REAR**—8" Drum, inboard, with handbrake mechanism.

**GEARBOX.** 4-speed and reverse. Ratios: 1st 4.118; 2nd 2.396; 3rd 1.412; top 1.000.

**FINAL DRIVE.** Chassis mounted hypoid differential unit in light alloy housing, sound insulated via resilient rubber blocks. Ratios: 3.78, 3.9 (4.1 fitted as standard) 4.5 and 4.8.

**STEERING.** Rubber mounted rack and pinion with telescopic, collapsible column, optional right or left hand drive.

**WHEELS.** 13" Marcos wide base rims. Pressed steel, 4 stud fixing. 5.60 x 13 four ply tyres fitted with tubes.

**WEIGHT.** 10¼ cwt. — 552 kilos.

**PERFORMANCE.** 0–60 m.p.h., 7 sec. 0–70 m.p.h., 11.2 sec. 0–90 m.p.h., 19.8 sec. Standing ¼ mile, 15.7 sec. Maximum speed 130 m.p.h. plus.

**ENGINE.** Four cylinder overhead valve; five bearing crankshaft; bore 84.14 mm.; stroke 80 mm.; capacity 108.6 cu. in. 1783 c.c.; compression ratio 9.5:1; output 108 b.h.p. at 5,500 r.p.m.; torque 110 lb. ft. at 4,000 r.p.m.; Carburettors, two Stromberg; oil cooler fitted as standard.

**BATTERY.** 12 volt; 34 amp/hrs.

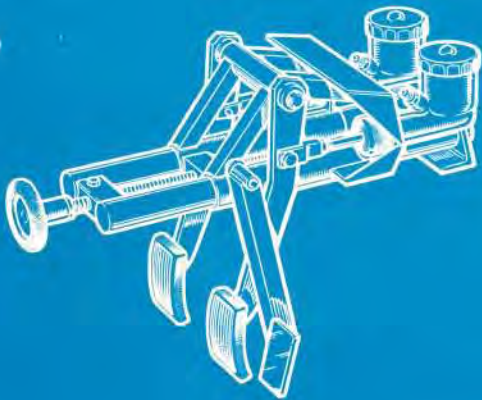
**CLUTCH.** Hydraulically operated single dry plate.

**FUEL TANK.** 15 IMP Gallons (18 U.S. Galls.)

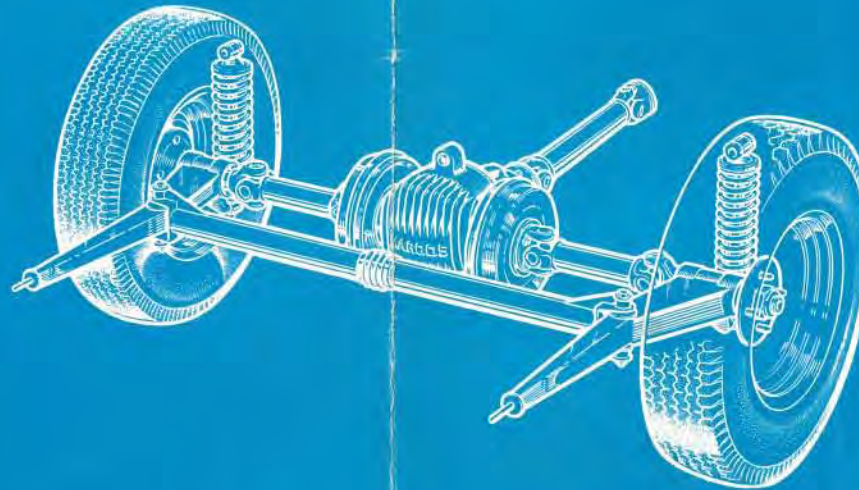
**LIGHTING EQUIPMENT.** Lucas dual headlamps; combined stop-tail lights; flasher type direction indicators, front and rear; interior and courtesy light; full instrument lighting.

**INSTRUMENTS.** Impulse revolution counter; speedometer with mileometer and trip; oil gauge; fuel gauge; water temperature gauge; ammeter; ignition warning light; main beam warning light; direction indicator warning light.

The adjustable pedal assembly is operated by a spiral drive from a control knob under the parcel shelf, which moves all the foot controls over an adjustment of 6" fore and aft.



This entirely new rear suspension system is based on two leading links as the primary locating members. Side thrust forces are resolved in the differential mountings via the fixed length drive shafts. A degree of negative camber is maintained by the sliding jointed cross brace.

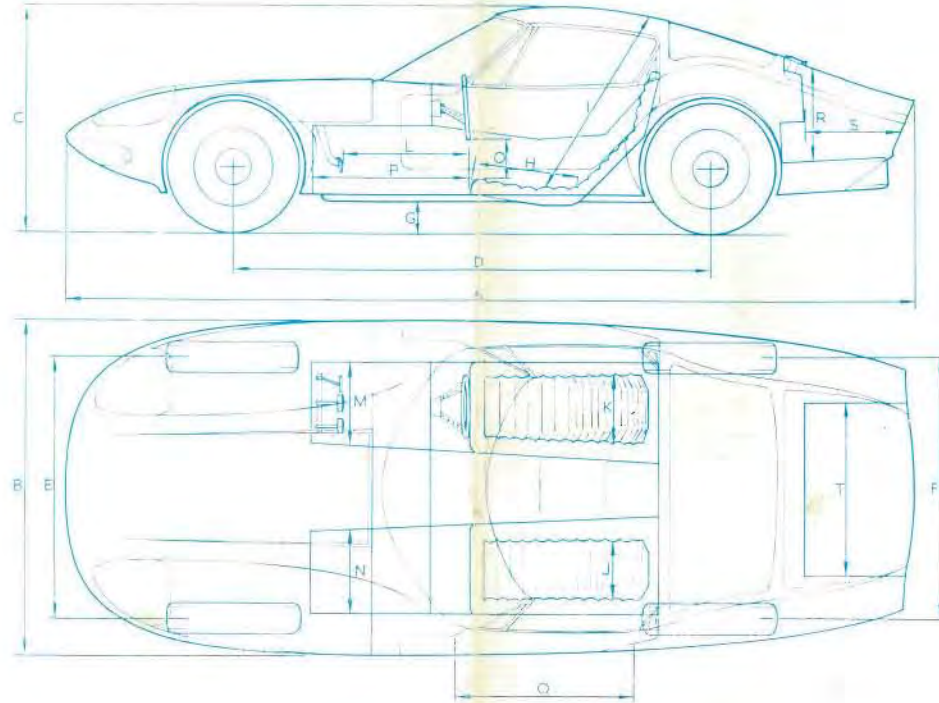


Offered as an extra is the cast magnesium elektron wheel, produced with a rim width of 6" to give better adhesion on cornering.



## DIMENSIONS

<b>A</b>	Overall Length	...	...	...	159"
<b>B</b>	Overall Width	...	...	...	62½"
<b>C</b>	Overall Height	...	...	...	41½"
<b>D</b>	Wheel Base	...	...	...	89"
<b>E</b>	Front Track	...	...	...	49"
<b>F</b>	Rear Track	...	...	...	49½"
<b>G</b>	Ground Clearance	...	...	...	5"
<b>H</b>	Seat Squab Length	...	...	...	18"
<b>I</b>	Seat Squab to Roof	...	...	...	37"
<b>J</b>	Passenger Seat Width	...	...	...	14"
<b>K</b>	Driver's Seat Width	...	...	...	14"



<b>L</b>	Front of Seat to Pedals	...	...	...	24"
<b>M</b>	Driver's Leg Room (Width)	...	...	...	15"
<b>N</b>	Passenger's Room (Width)	...	...	...	15"
<b>O</b>	Driver's Leg Room, Seat Squab to Wheel	...	...	...	12"
<b>P</b>	Passenger's Leg Room, Seat Squab to Bulkhead	...	...	...	28"
<b>Q</b>	Clearance—Door Opening	...	...	...	30"
<b>R</b>	Boot Height	...	...	...	24"
<b>S</b>	Boot Length	...	...	...	21"
<b>T</b>	Boot Width	...	...	...	32"

## MARCOS CARS LTD.

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