

1959

Marcos was first manufactured with a wooden chassis and body. This photo shows the ex-Jackie Stewart car which has been rebuilt and is still raced, winning three Historic Championships outright.



1961-2

Gullwing and Fastback cars produced utilising Ford 1000cc, 1098cc and 1300cc engines.



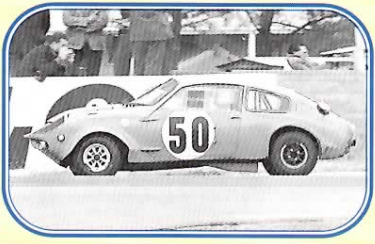
1963

Introduction of the new Marcos 1800 on which today's Mantula shape is based.



1967

Mini-Marcos the only British car to finish the Le Mans 24 hour race.



1968

XP Prototype fitted with Repco Formula 1 engine.



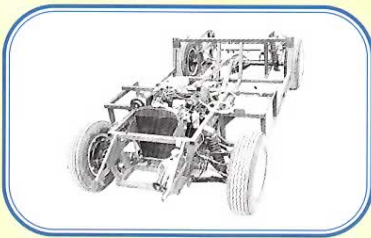
1968-9

Launch of 3 litre Ford V6 with overdrive. Electric windows as standard.



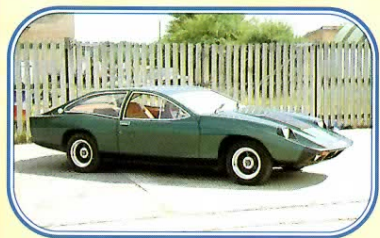
1969

Major change from wooden to metal space frame chassis due to high increase in cost of raw materials.



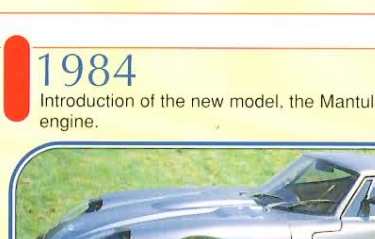
1969

MANTIS 4 seater introduced.



1971

Introduction of 3 litre car. This accepted the Volvo 164 engine.



1971-81

During this period spares and restoration work continued.

1981-83

Relaunch of the Marcos in 3 litre, 2 litre and 1.6 litre form.

1984

Introduction of the new model, the Mantula, with the Rover engine.



1986

The Mantula Spyder was introduced fitted with the Rover 3.5 fuel injected engine.



1989 Continual development brings the Marcos Mantula to its present position - ahead of the field with a Rover 3.9 fuel injected engine and all round independent suspension.

1992

The Mantara 400 and 450 Coupe



1992

The Mantara 400 and 450 Spyder

