

M A R C O S



THE GREAT BRITISH SPORTSCAR



On the Road . . .

The Mantara LM: a charismatic British-built sports car with genuine race car performance.



Where many racing cars start out as road-going sports or GT cars, the Mantara LM reversed this evolutionary trend. Conceived for the race track the new LM has been tempered for the road.



Months of hard graft in the workshop, the intense pressure of competition, demanding testing schedules, and gruelling hours spent pounding round motor racing circuits: this has been the genesis of the Mantara LM.

The result is not a road car with the potential to compete, but a racing car with a permit for the road.



A Heritage of Motorsport

The end of the World Sports Car Championship left a gap in international motorsport. Reflecting a growing interest in GT racing the British Racing Drivers' Club announced a new championship to fill the void - the BRDC National Sports GT Challenge.

A whole variety of fast and exotic sports cars would become eligible; all of them essentially road-going models which the public could recognise and relate to. The Automobile Club de l'Ouest, organisers of the famous Le Mans 24 hour race, had also revised their regulations along similar lines. The scene was set for the birth of a new car . . .

For more than a decade, throughout the Sixties, Marcos built unbeatable sports cars. The diminutive Mini Marcos was the only British contender to finish the 1966 Le Mans 24 hour race. Marcos cars continued to perform brilliantly in Club and Historic race series for years afterwards, but not since that time had the company run a race team of its own. The new GT series gave Marcos the opportunity to return to competitive motorsport.

The result is an astounding new car; the Marcos Mantara LM.

In full race trim the Mantara LM was launched at the 1993 Earl's Court Motor Show. It was an instant sensation. Press and public interest was overwhelming and orders were taken on the very first day - not just for the race-prepared version, but for road-legal derivatives.

Proven where it Counts

Development of the Mantara LM has always been concentrated on the track. Extensive circuit testing and the competitive nature of the Mobil 1 and BRDC championships allowed Marcos to pursue a development programme of considerable intensity. The lessons learnt on the track manifest themselves in the road cars too: prodigious road-holding and shattering race-proven performance is partnered by excellent manners and all-round practicality.

Though still reflecting the sleek styling of the original Marcos GT, the path leading to the new LM has involved radical redevelopment of everything Marcos has ever done before. Employing the latest composite technology and based around a tubular steel spaceframe chassis, the new bodyshell achieves aerodynamic efficiency without compromising those classic Marcos lines.



The Marcos LM uses a 3.9 or 5 litre V8 derived directly from the race engine. Producing smoothly tractable and reliable power it accords the LM supercar performance, with the LM500 capable of



0-60 in four and a half seconds and a top speed that exceeds 160 miles an hour.



Available in either Coupé or Spyder form, each LM is hand-built by craftsmen to exacting standards.

Every Marcos car is individually prepared to the customer's personal specifications and with meticulous attention to detail, including hand-finished leather trim, walnut or elm veneer dash, Wilton wool carpet and bespoke paintwork. Power steering, Alpine stereo system, four-pot ventilated discs and alloy wheels are all fitted as standard, while there is an option on air conditioning.

In every respect the Marcos Mantara LM is a car to rank alongside the best the world can offer.





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SPECIFICATIONS

Marcos Mantara LM Spyder & Coupé

ENGINE

Type:	V8 overhead valve
Construction:	Light alloy block and heads, dry liners, five main bearings
Bore & Stroke:	94mm x 71.7mm or 94mm x 90mm
Displacement:	3946 or 4998.65 cc
Compression Ratio:	9.7:1 or 9:1
Valve Gear:	Two valves per cylinder, operated by single camshaft mounted in centre of 'V', via pushrods, rockers and hydraulic tappets
Maximum Power, approximate:	190 bhp @ 4,750 rpm or 320 bhp @ 5,250 rpm
Maximum Torque, approximate:	235 lb ft @ 3,600 rpm or 330 lb ft @ 3,900 rpm
Fuel System:	Lucas L-jetronic fuel injection
Fuel:	Lead free only
Ignition:	Lucas breakerless electronic

TRANSMISSION

Type:	Five speed manual gearbox
Ratios:	1st 3.3214:1
	2nd 2.087:1
	3rd 1.3966:1
	4th 1.000:1
	5th 0.7916:1
	Reverse 3.4286:1
Final Drive Ratio:	3.14:1

BODY/CHASSIS

Type:	Square section tubular steel chassis with glassfibre composite two-door, two-seater body, convertible in Spyder.
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RUNNING GEAR

Steering:	Power Steering as standard, 3.5 turns lock-lock
Turning Circle:	32 feet
Suspension:	Front: MacPherson struts and lower link arm
	Rear: independent with upper and lower wishbones, coil springs & adjustable telescopic dampers
	Four-pot ventilated discs front, solid discs rear
Brakes:	Cast alloy 8" x 16"
Wheels:	245-45-16 ZR (front) (Rolling Radius 873 revolutions/mile)
Tyres:	245-45-16 ZR (rear)

DIMENSIONS & WEIGHT

Length:	168.00 in	4263mm
Width:	72.00 in	1828mm
Height:	40.00 in	1016mm
Wheelbase:	89.96 in	2285mm
Track, front:	63.75 in	1620mm
Track, rear:	61.42 in	1560mm
Ground Clearance:	4.75 in	120mm
Kerb Weight:	21.99 cwt	1117.00 Kgs

PERFORMANCE

Acceleration:	0-60 mph in 5.4 seconds* or 4.6 seconds
Maximum Speed:	In excess of 140 mph* or 168 mph

Where two figures are quoted, the first relates to the 3.9 litre engine installation, the second to the 5 litre option. Marcos Cars pursue a policy of continual development and improvement, and thereby reserve the right to vary the details of these specifications at any time.

*These are estimated figures.

For a full listing of all features, including standard fitment items (which include power steering, full leather trim interior, stereo system, etc.), please see current Marcos Mantara LM Price List.

. . . and on the Track

In March 1994 the first LM500 race cars took to the circuit in the inaugural round of the BRDC National Sports GT Championship. In only the fifth race Team Marcos achieved pole position and a class win. In the following race the LM500s not only set pole, but went on to finish first and third overall, outright winners against long-established international competitors. This feat was repeated in the penultimate race before rounding off the championship with a thrilling and closely-fought second place at Silverstone against a field of over thirty cars, including several with Le Mans experience and success.



All this from a car in its first season of competitive motorsport.



Proven on the track the LM500 is now regularly built to race specifications, ranging from the required sport and safety package that allows a road-going LM500 to pass scrutineering, through to the full race-prepared equivalent of the Team Marcos cars. The LM500 is also the basis for a popular international GT series.

Results speak for themselves. The LM500 is a winner where it counts, not only on the track, but also with the accountants. Consistently outperforming race cars costing two, three, even four times as much, the Mantara LM500 brings the rostrum within reach at a price that's realistic.

Pound for pound, there's no more cost-effective way of competing at the top.





Donington Park



Silverstone



Silverstone



Oulton Park



Brands Hatch



Snetterton



Thruxton



Silverstone



**The Marcos
Mantara LM
Coupé**

**The Marcos
Mantara LM
Spyder**



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