



1968 Marcos GT 3000

PRICE £32,500



ABOUT THIS CAR

IDEAL FOR USE ON: Samurai Challenge, Le Jog, Classic Marathon, The Scottish Malts, Celtic Challenge or just enjoying as a road car

Rally Preparation Services is thrilled to offer this unusual for us and very rare wood chassis 1968 Marcos GT 3000 in Racing Green with a central yellow stripe

Like many best stories this one starts in a pub. A fortuitous and possibly rather boozy meeting in 1959 between Jem Marsh who was both an engineer and racing driver and Frank Costin - brother of Mike the first half of the high-performance engineering company Cosworth which was founded in 1958 and famous worldwide for developing many high performance and racing engines. This first meeting led to the formation of Marcos.

Jem Marsh was quite tall at 6ft 4ins and Frank Costin was an aircraft engineer and putting both attributes together were to influence the design of the Marcos.

Frank had worked at de Havilland and specifically on the Mosquito fighter bomber. Nicknamed the "Wooden Wonder" and loved by its' crews the Mosquito was largely constructed of plywood. Frank argued the case for plywood for the monocoque of the new car as it is half the weight of steel, long lasting and when combined with glass-fibre "extremely resilient in an accident" He won the argument and it took until 1969 while cutting build costs did Marcos switch to a cheaper and heavier steel box section chassis.

During the development of the GT, the cockpit was designed to accommodate Jem's 6ft 4" frame. The seats are rigidly mounted to the floor and rather than fit an adjuster mechanism which would raise the seat height (and hence the overall height of the car) to allow drivers of a more modest stature to reach the pedals an ingenious solution was found. The pedal box assembly features a simple dash mounted knob which allows the driver to move the pedals back and forth to a comfortable driving position. Marcos, like so many small volume manufacturers suffered various financial woes but went on to build several hundred cars but just 119 wooden chassis V6s.

This Marcos GT is one of the last of the sought-after wooden chassis cars and the chassis number confirms it was fitted with the 3.0 Ford weighing in at just 845kgs. During 2002 -2004 a ground up restoration was carried out to the highest standard with supporting documentation. The Essex V6 is tuned to c 150bhp and features a twin choke Weber, Lumenition electronic ignition, twin fuel pumps, thermostatically controlled fan, remote oil cooler and upgraded with an alternator. In keeping with its dual-purpose role, Sabelt 4-point harnesses are fitted along with a battery cut out switch. The car sits well on its original Marcos style alloy wheels and has a factory sunroof. The car is RHD but currently registered in Germany. The purchase price includes all taxes and registration in the UK.

The car is currently with RPS' sister company, the SASCo storage facility and available for inspection. www.standalonestorage.com

All viewings and test drives welcomed by appointment at Rally Preparation Services.

All enquiries please contact us on mail@rpsrally.com or telephone +44(0)1993 358009

SPECIFICATIONS:

- 3.0 Essex V6
- Weber twin choke carburettor
- Ford 4 speed gearbox with overdrive.
- Live Ford axle
- Stainless exhaust
- Leather seats
- Factory sun-roof
- Stainless steel OMP roll cage

INTERESTED IN PURCHASING THIS CAR? GET IN TOUCH +44 (0)1993 358009 OR EMAIL: MAIL@RPSRALLY.COM