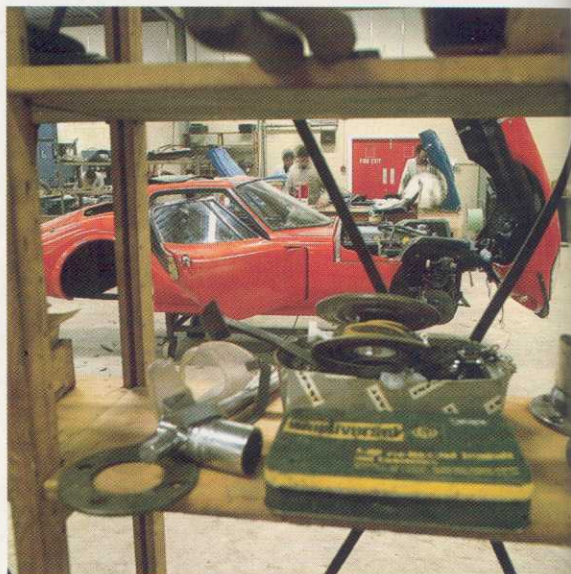


PICTURE PAST



In 1970, Marcos was at its peak, with 130 employees in a new factory and scheduled annual production of 500, half of them for export. Almost all domestic cars were sold in kit form and as many as 59 could be in production at one time



Above, it's no more of a production line but the premises are in a different league from Gilbern and TVR. Jem Marsh must have been doing something right!

Left, a near-complete export Marcos (with Volvo 3-litre engine) is pushed from one worker to the next on the 'production line'



Above left, a completed car shows its amazingly low lines alongside the factory hack. The trailer is loaded with two steel chassis which had replaced wood in 1969. Above, black bumpers spell early Seventies...

Left, checking over completed cars. V6 3-litre did 0-60mph in 7.8sec and 125mph top speed. Price was £2,350 complete (just more than an E-type!) or £1,770 in component form