



MARCOS  
DUNLOP CHALLENGE

THE WAY FORWARD  
INTO GT RACING

# MARCOS DUNLOP CHALLENGE

**THE MARCOS DUNLOP CHALLENGE IS THE ULTIMATE, YET AFFORDABLE WAY FORWARD INTO GT RACING. THE CHALLENGE, BRAINCHILD OF MANAGING DIRECTOR AND LE MANS DRIVER, CHRISTOPHER MARSH, WAS ESTABLISHED IN 1998 AND IS SET TO RUN FOR SIX YEARS, SECURED BY A MINIMUM THREE-YEAR CONTRACT. THIS OFFERS THE OPPORTUNITY TO PARTICIPATE AND ENJOY AN EXCITING ONE-MAKE MANTIS SERIES, RACING AT BRITAIN'S FINEST CIRCUITS, ALONG WITH ELIGIBILITY FOR GT RACING ON BOTH THE CONTINENT AND AT HOME.**

Dunlop joins forces with Marcos for the 1999 Season, adding even more credibility to the exciting Series.

The Mantis One Make Series car is powered by the Ford 4.6 Quad Cam, 360 bhp 32-valve engine, which surpasses many of its rivals by combining speed and reliability. The car has been designed for easy access and maintenance, which helps to minimise incurred costs. To ensure competitive racing, the cars are supplied with sealed engines and are only allowed six tyres, per car, each meeting.

The Marcos Factory has a support and service centre at each race meeting to supply technical help and advice, along with spares that may be required. Mantis owners are entitled to a 20% discount on all race parts and a full parts list is offered with part numbers to assist ordering.

The Marcos Dunlop Challenge is run by the prestigious BRDC and there is a generous prize fund for the first 10 places, along with the Challenge Cup and presentation trophies for each race. There is also the fantastic opportunity to enter all other GT events, the French GT Series and other European races, in which the Mantis has full eligibility.

The Challenge has already received considerable media attention, which will continue throughout each Season, with full back up and support from the factory. The Series has established itself and is rated highly against such rivals as the Porsche Series and the TVR Tuscan, with the added bonus of GT eligibility. With the 1998 Championship winner having secured a very competitive GT2 drive for the 1999 Season, the Marcos Dunlop Challenge truly is the way forward into GT Racing.

## TECHNICAL SPECIFICATION

SEALED ENGINE – Ford 4.6 Quad Cam 32 valve dry sump lubrication, 360 brake horsepower

GEARBOX – 5 speed synchromeshed

DIFFERENTIAL – Limited slip differential

PERFORMANCE – Top speed in excess of 170 miles per hour. 0-60 in 3.9 seconds

BRAKES – AP brakes, front 4 pot calipers, 360mm discs fully floating, rear ventilated discs

SEATING – Adjustable to suit drivers stature

PEDAL ASSEMBLY – Floor mounted and fitted with brake balance control operating from the cockpit

WEIGHT – Minimum weight 1000 kgs

TYRES – There will be six Dunlop tyres per meeting, marked. This is the maximum number of tyres allowed for each race. All tyres are of the same compound

FIA REQUIREMENTS – Roll Cage, Bag Tank (100 litres) for long distance racing, fire extinguisher

ADJUSTABILITY – The cars will be adjustable from the following areas to suit the individuals driving technique: dampers front/rear (bump and rebound), camber, castor, rear wing, ride height (although there will be a minimum set to GT regs.), front roll bar, springs, front splitter

*Performance times achieved on test tracks in ideal conditions, Marcos Sales Limited pursues a policy of continual development and improvement and thereby reserves the right to vary the details of these specifications at any time*



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**For further information and race dates, please contact:  
Marcos Sales Limited  
Engineer Road, West Wiltshire Trading Estate,  
Westbury, Wiltshire BA13 4JN  
Telephone 01373 864097 Facsimile 01373 858052**