

ONLY YOU'LL KNOW THE SECRET



THE FIRST KIT CAR WHICH DOESN'T LOOK LIKE A KIT CAR

THE SECRET OF MIDAS

At Mini-Marcos, we've been building kit cars for over 12 years. So with all that experience, we reckon we know just what you want. And what you don't want.

What you do want is a really great looking car that's an exciting performer with 35 mpg economy. A car that has space - for kids or luggage. A car that has style and individuality. And a car that has all the flair and craftsmanship of British hand-built cars.

What you do not want is a new car which just doesn't have the quality or reliability it should. And because you're handy with the spanners, you get a kick out of doing the job properly yourself, and saving a bob or two in the process.

So when we planned Midas, our new idea, we kept the best of our old ones. Like a 2 + 2 fibreglass monocoque built around those legendary

From the 1978 ModSports Champion Mini-Marcos comes the unique rear suspension. From the 1978 Royal College of Art Exhibition comes the ultimate interior - self coloured moulded trim panels, colour keyed to the exterior.

We are proud of Midas, our new idea, the best of proven experience and creative designs to bring, at last, the real professional touch to the amateur builder.

So that's why we say, only you'll know the secret of Midas.

HOW MIDAS KEEPS THE SECRET

The basis of Midas is a full monocoque in hand laid, self coloured fibreglass. Weight for weight stronger than steel, this structure stays rigid and not free for the life of the car. As you'd expect in a car designed for the 80's, it bristles with safety features. Every car has a built in roll-over protection, burst proof door locks, laminated windcreens, safety switches, foam filled bumpers, isolated fuel tank, safety steering column and inertia reel seat belts.

The shape has been created by one of Britain's most exciting young designers, Richard Oakes, who has a Masters degree in Design from the Royal College of Art. It is, of course, very efficient with front air dam, built-in rear view mirrors, and low drag air ducting.

The rear hatch opens on gas filled struts to reveal a fully trimmed luggage compartment with the spare wheel mounted vertically. At the front, there are fully reclining high back bucket seats, cloth-trimmed in a choice of colours. Behind is the occasional seat for two children, which folds to increase the luggage capacity.

The windows wind easily in alloy frames and the doors contain pockets for maps; there is a courtesy light switch with lamp incorporated in the rear view mirror.

Let's stay inside; there you'll find the level of comfort surpasses all but the most expensive cars.

As you settle in the brushed nylon reclining seat, your grip falls lightly on the small leather steering wheel. In front of you, the instrument cluster. To the left, a switch binacle with heater controls and space for the stereo sound system. Either side, the fresh air inlets for the through flow ventilation. Underfoot, deep pile carpet on thick felt underlay.

Mini components. Like meticulously hand laid, diamond hand, self coloured fibreglass. Like the performance, the economy, the durability.

But then we gave Midas many new ideas.



Now look up, around you. The entire car is lined with a soft suede finish. A unique effect of luxury, yet tough and resistant to knocks and scuffs.

Now to Midas ride and handling.

The suspension has been carefully matched to the car; the unique rear suspension incorporates coil springs for a really comfortable ride, but retains the Mini trailing arms for ease of servicing.

At the front there are Mini suspension units with special settings and 12" alloy wheels with 70 series radial tyres are standard.

The result is a revelation. The road holding is as phenomenal as you'd expect, but pinch free.

A word on Midas power units.

Midas comes fully built, except for the major mechanical components. So you can choose what kind of Midas you want.

Put in an 850cc with standard gearing, and you have an astonishingly economical, versatile, not free car for the young family man. Choose yours in blue.

Put in a 1000cc unit, and you have a zippy coupe just right for the smart girl about town. Choose yours in white.

Or put in any one of the hundreds of reliable high performance modified A series engines, and you can have one of the fastest small GT cars on the road. Choose yours in red.

MATCH YOUR MIDAS COLOURS

Inside you'll find a sheet showing the colours available as standard for the self coloured exterior, as well as the interior trim. If you want something which is not here, give us a ring; we might be able to do you a special colour at extra cost.

MAKING THE MIDAS

The Midas comes complete and fully trimmed, but you have to fit the engine and gear-





box unit, steering, suspension and brakes, change the rocker cover for the one supplied, join up all the controls, fit the exhaust, bleed the hydraulics, fit the wheels - and that's it.

Depending on how much extra work you want to do on the engine, you could even make the Midas in a single weekend, provided you have a garage with jack and axle stands, a helper for the heavy bits and a normal range of spanners.

We have found a unique way of helping you make the Midas. Not only do we give the usual illustrated assembly guide, we also have a cassette tape giving step by step instructions, interspersed with music to stimulate the work.

THE MEN BEHIND MIDAS

Mr. Midas is Harold Dermott, who bought Mini-Marcos from Jem Marsh a few years back. Harold has a BSc in Engineering from Southampton University, and was with Jaguar for a spell as a development engineer. During that time he built several race cars, including a U2 and a Modsports Sprite.

The stylist of Midas is Richard Oakes, who designed the Nova and others. Richard has a master of Design degree from the Royal College of Art, and showed the Midas at the 1978 RCA Exhibition.

The man who makes the moulds and leads the laminating team is John Ingram, one of the UK's top men in the field. John has many years' experience, and worked with Richard at Nova.

We are a small team, and we depend on the quality of our design and our craftsmanship. And we'd really like to build you a car.

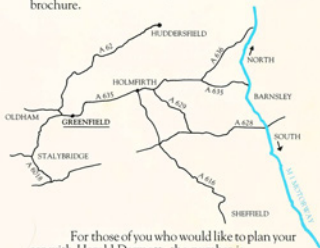
BUYING THE MIDAS

We are different from most places you buy cars. We don't have dealers, we sell direct to you, the customer, and so cut out the dealer margin.

But it does mean we're not just round the corner, and so to come and see us for a test drive, choose your car, talk finance insurance or trade-ins, you will probably have a bit of trip. But it's even further to Modena or Stuttgart, and when

you get here, we really make you welcome. We even speak English.

If you're interested, give us a ring, or write and we can make an appointment. Or if you just want one as quickly as you can get it, send us the deposit and the details we require to make your car using the special form you'll find in this brochure.



For those of you who would like to plan your car with Harold Dermott, the number is Saddleworth (04577) 3813. And here's a map which will help you get to the factory.

MIDAS

D & H FIBREGLOSS TECHNIQUES LTD.,
HEYBOTTOM MILL - OAKVIEW ROAD, GREENFIELD
NR. OLDHAM OL37EP - ENGLAND
TEL: SADDLEWORTH (04577) 3813

HERE'S HOW TO CHOOSE YOUR OWN MIDAS

First you will want to know the exact specification of each kit. Two are now available, and here are the details:-

KIT 'A'

The basis of the Midas is an immensely strong glass reinforced plastic monocoque. The top body lay up is $4\frac{1}{2}$ oz/ft² with the roof section at 6 oz/ft². The A posts and door rebates are reinforced with woven glass tape, which together with front and rear roof bars give high roll over protection. The undertray lay up is $5\frac{1}{2}$ oz/ft² c.s.m. and 18 oz/yd² woven roving, with additional reinforcement for the rear spring turrets and steering rack mounting. Other fibreglass panels are bonded in to complete a structure of exceptional rigidity. This bodyshell is then built up, at our factory, with the following items:

- 1) Front hinged, double skinned bonnet supported by stay. Bonnet lock released from inside car.
- 2) Laminated windscreen.
- 3) Internally hinged side doors with built in check. Flush fitting door handles, burst proof door locks, aluminium window frames anodised matt black with one fixed quarter light and one wind up window per side in toughened glass.
- 4) Opening rear quarterlights in toughened glass.
- 5) Locking frameless glass rear door supported on two gas filled struts.
- 6) Black suede effect trim panels covering entire interior including roof.
- 7) Black ABS moulded dashboard and dashtop. Built in demister ducting.
- 8) Full sound proofing and carpeting, reclining front seats, and folding rear seats.
- 9) Head/side lights, front indicators, rear light units, rear number plate light, instrument switches, interior light. All fitted and wired.
- 10) Five 5" and 12" Alloy wheels fitted with 145/70 - 12 Dunlop SP sport tyres.
- 11) Exhaust system and various special brackets.
- 12) Fabricated rear subframes to take standard Mini rear suspension arms complete with mounting bolts. Two coil spring/damper units for use with above. One pair 1275 GT rear brake drums.
- 13) Foam filled wrap round fibreglass bumpers at front and rear.
- 14) Latest Mini steering column complete with twin stalk switch gear for washers/wipers and horn/dip/indicators.
- 15) Front mounted radiator, complete with thermostatically controlled fan and pipework.
- 16) Fuel tank and fuel line to front of car in rustless cupronickel pipe. Complete with filler pipe and filler cap.
- 17) Brake line from rear pressure relief valve to front bulkhead T piece in rustless cupronickel pipe.
- 18) External mirrors on both doors.

KIT 'B'

Kit B is designed to provide all the additional parts not supplied with Kit A, to enable you to build a complete car using new parts. The mechanical parts are supplied direct by Leyland at Longbridge, Birmingham and carry their full guarantee.

The kit includes:-

- 1) One pair Mini rear suspension arms, complete with brakes.
- 2) Front subframe assembly, consisting of engine (850 cc, 998 cc, or 1300 cc) gearbox and front suspension. Brakes are drum for the 850 cc and 998 cc engine options, and discs for the 1300 cc engine.
- 3) Pedal assembly and master cylinders. All brake and clutch pipework in rustless cupronickel alloy.
- 4) Two speed windscreen wiper motor and wiper rack. Electric windscreen washers.
- 5) Battery.
- 6) Heater, pipework and fresh air ducting.
- 7) Handbrake mechanism.
- 8) 13" diameter steering wheel.

Both kits are supplied with a comprehensive assembly guid and our unique cassette tape.

Now for the colours. There are four terrific colours all carefully chosen by Richard Oakes. But if you fancy something special we might be able to do it at extra cost. Mainwhile, the sheet attached shows you the standard colours, except white.

Next options. The Midas is so complete in its specification we only offer one option - a sunroof, which costs an extra £110 plus VAT fitted. But if you want to be creative about extras, talk to us about your ideas.

For finance and insurance you will find brochures in this folder describing the companies we recommend.

If you want a trade in, that is no problem either, except that you will have to bring you car to us for valuation. However, this can be combined with a look over the factory to see how the cars are built, and to choose your car.

On the next page you will find the detailed order form. Just fill it in and send it off to us as indicated.