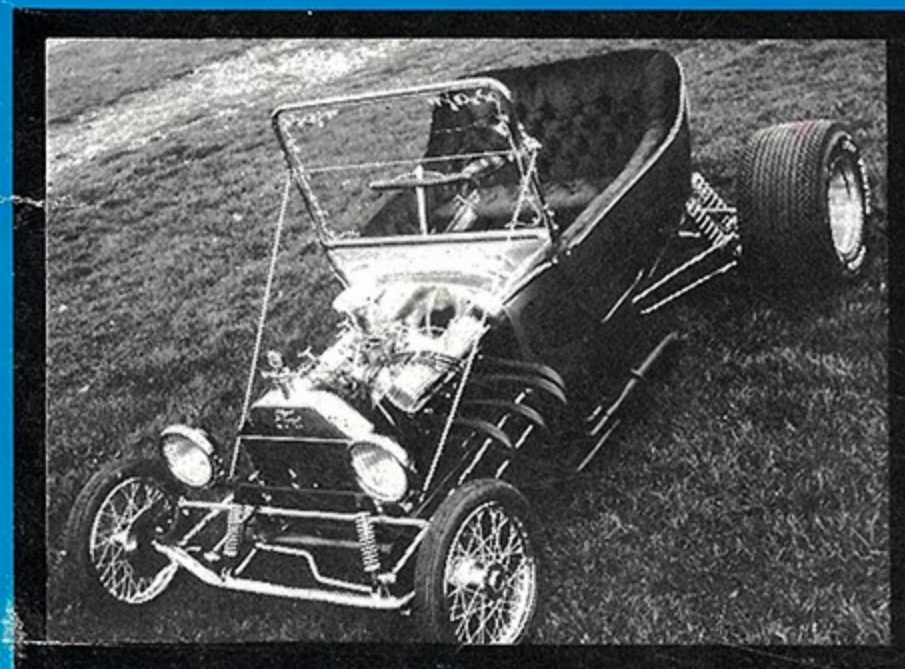
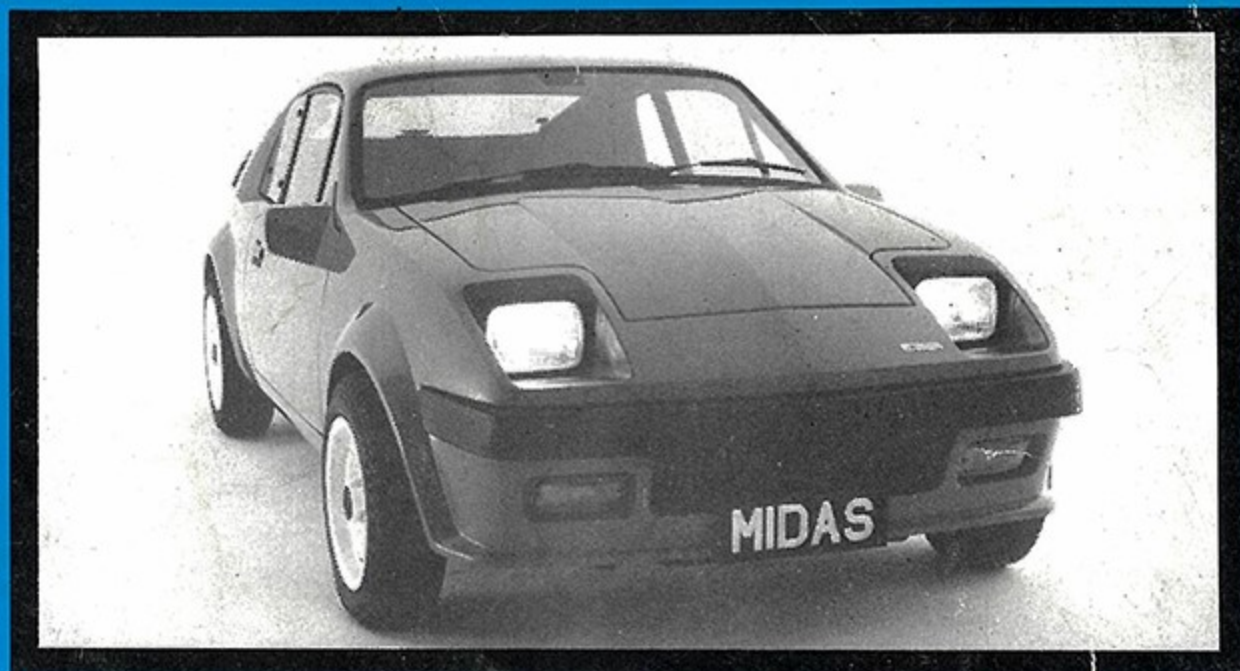
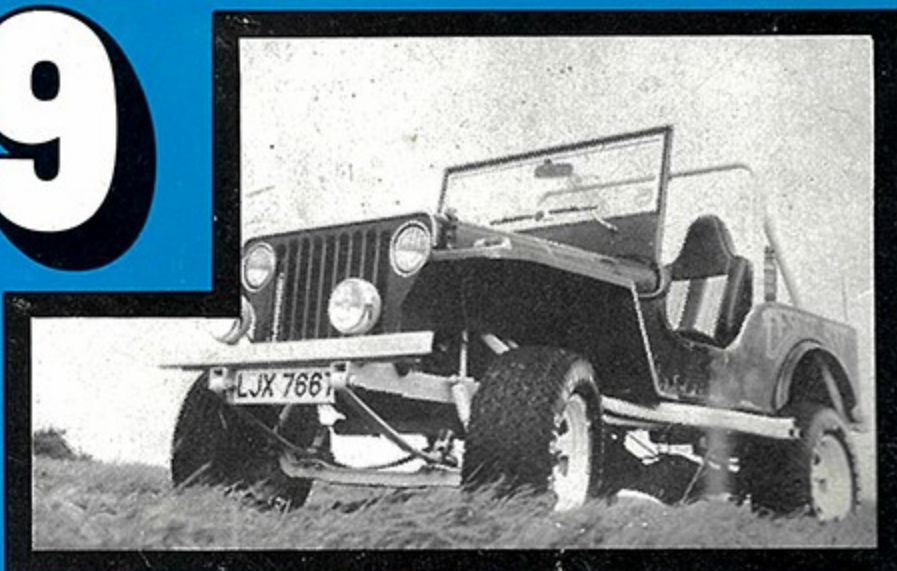
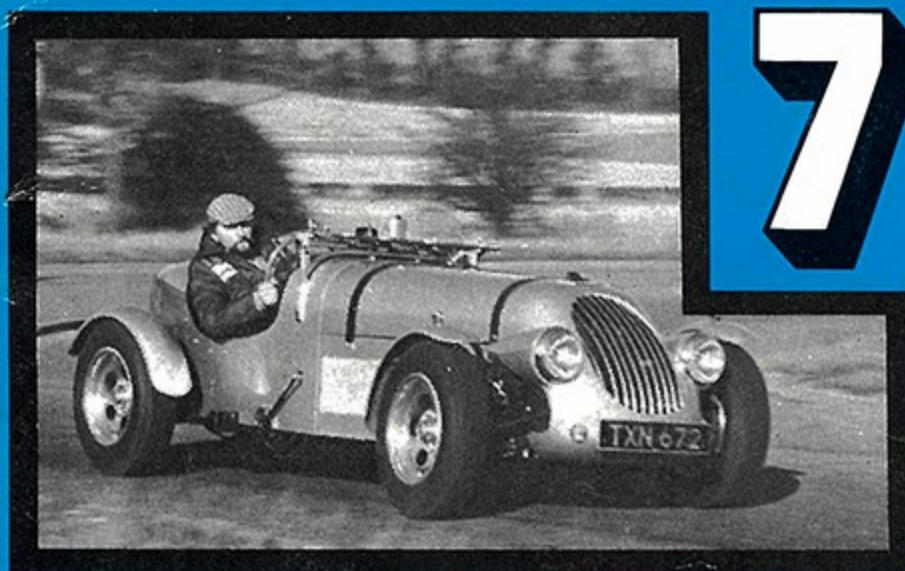


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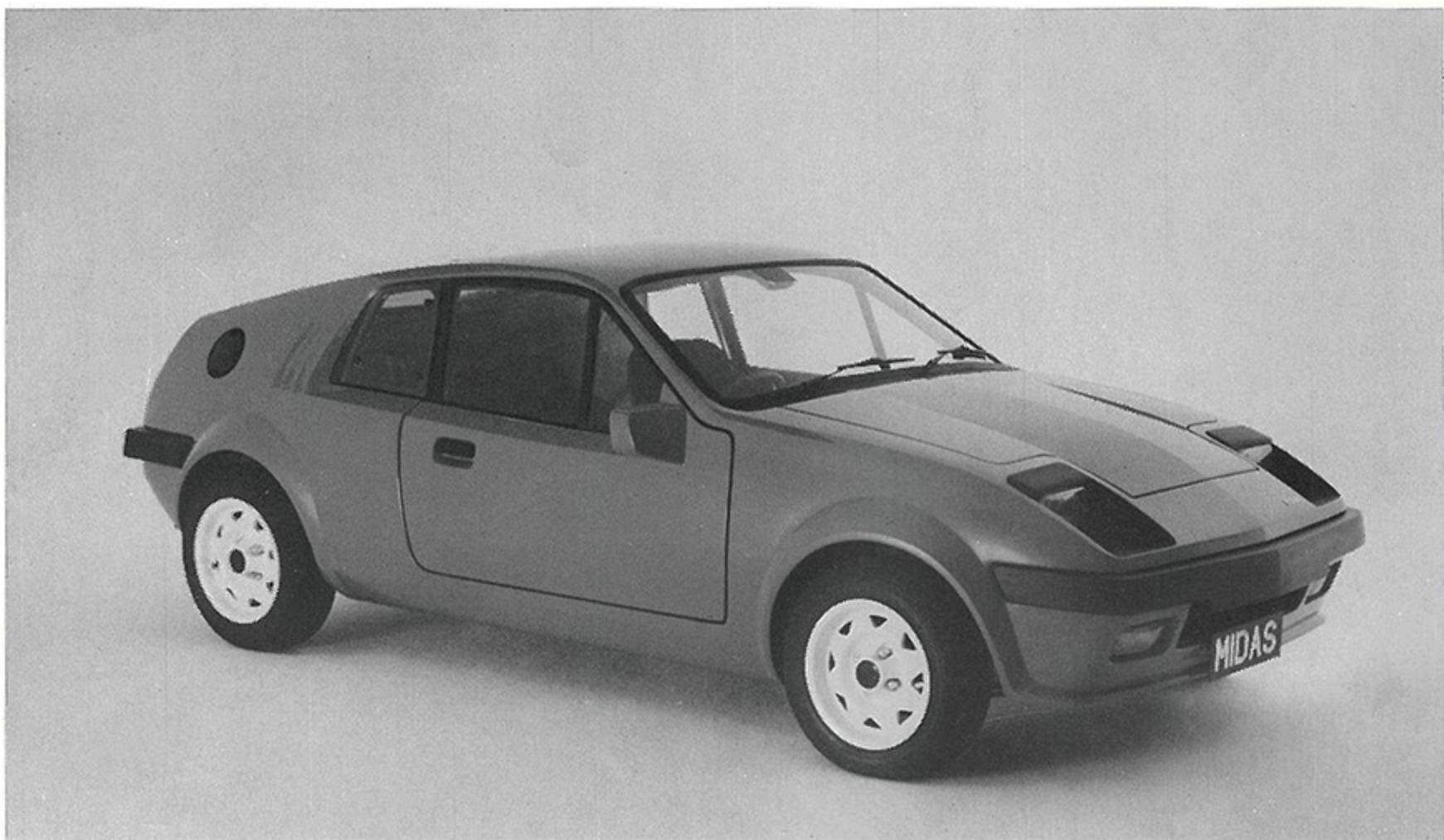
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ROADSTERS,
SUPERB REPLICAS,
SENSATIONAL HOT RODS,
SPORTS CARS,
DRAMATIC GT COUPES,
FUN CARS,
BEACH BUGGIES.**



BACKGROUND

The Midas is the latest model from D.&H. Fibreglass Techniques, producers of the Mini-Marcos and a company that has established over the last few years a fine reputation for quality and professionalism. The styling comes from the drawing board of Richard Oakes, man responsible for the famous Nova and now one of the country's top car stylists. The Midas is too new to have much history but, aimed distinctly up-market (at the customer who might otherwise consider such as a Ford Capri, MGB GT or Alfasud), it promises to become one of the most successful specialist cars in recent years.

OUTLINE

This is a specialist car firmly in the Lotus Elan/Clan Crusader bracket — in other words, a thoroughly professional and superbly executed machine that comes close to mass production standards. Along with the highly attractive shape comes true 'everyday' practicality for two adults and two children (or alternatively plenty of luggage). Excellent economy, an almost totally rust-free structure, lively performance, an opening rear window and plenty of oddments stowage space around the smart interior are all part of the package. It isn't a cheap car, but then it is a 'real' car.

NUTS AND BOLTS

The car's structure is an immensely strong self-coloured glassfibre monocoque unit with substantial reinforcement at all major stress points. This is supplied to the customer as a completely finished body/chassis unit with virtually every component ready-fitted. These include the laminated windscreen, wind-up side windows, opening rear quarter-lights, opening rear door, seats, dashboard, full soundproofing and trim, all lights and wiring, steering column, front mounted radiator, fuel system, exhaust system, foam-filled bumpers, heater system, wiper system, pedal assembly, two special coil spring/damper units and a fabricated rear subframe which is ready-fitted with standard Mini rear suspension arms. Also included in the package are five alloy wheels with tyres. It's a very full specification, and leaves only the Mini front subframe assembly (complete with engine and transmission) to be added by the builder. Assisted by the company's comprehensive assembly guide and unique cassette, this job should be comfortably finished within a weekend.

D.&H. FIBREGLASS TECHNIQUES LTD.,
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