



Morgan Aero 8



Morgan started re-inventing itself around the turn of the millennium - without changing much. In a time were the leading auto execs are about to have their pay rightly and significantly cut the US pay Czar should look to Charles Morgan as inspiration.

The introduction of the Aero 8 in 2001 was both a radical and evolutionary milestone for Morgan. The design at first was considered a big departure with the new "bug-eyes" and "streamlined" tail but the DNA remained very much the same. Of course the big change was the performance and refinement.

The Aero 8 was given 5 years of development time, a huge amount for such a small company. The design team was led by 1962 Le Mans winner Chris Lawrence and the teams objective was to create a race-worthy car made of the highest-quality materials and suppliers.

Powered at launch by a 4.4-litre BMW V8 generating 286bhp, and with a weight of just 100 kg 0-100kph came in under 5 seconds. Suddenly non-Morgan people started to take notice. A new proprietary suspension, low centre of gravity, a race-grade braking system and BMW V8 transformed Morgan into a serious performance car builder.

The American model was developed over a two-year period to meet U.S. requirements including a wider cockpit, driver and passenger airbags and ABS. The design had to comply with US safety standards and Morgan has installed the latest generation electronic airbags, ABS which incorporates electronic distribution through the use of all round wheel speed sensors. The Aero 8 was introduced to the American market at the LA Auto Show in December 2003.

Since the introduction of the Aero 8 and under the leadership of Charles Morgan the

Morgan Aero 8

- BMW 90° V 8
- 4.398 liter / 268.4 cu in
- Alloy chassis frame
Alloy panels over
Ash body frame
- 1000 kilo / 2204.6 lbs
- 6 speed Manual

company has gone from strength to strength. They have opened a new client base without alienating the old. The Aero 8 continues to be refined and since its launch in 2001 the current model offers significant improvements to performance.

Rod Halligan





Morgan Aero 8

Year 2001 - in Europe

ENGINE

Configuration BMW 90° V 8
Layout Front Mid Longitudinal
Valvetrain DOHC, 4 Valves per Cyl w/Double Vanos
Fuel feed Sequential Multipoint Injection
Displacement 4.398 liter / 268.4 cu in
Power 213 KW / 286 bhp @ 5500
Torque 440 Nm / 325 ft lbs @ 3600 rpm

BODY

Handformed aluminium panels over Ash frame. Alloy Chassis.

Weight 1000 kilo / 2204.6 lbs

Length 4120 mm (162.2 in)
Width 1770 mm (69.7 in)
Height 1200 mm (47.2 in)

DRIVE

Rear Wheel Drive

Transmission 6-speed Manual,

SUSPENSION

Front wishbones, Eibach coil springs over Koni shock-absorbers
Rear wishbones, cantilever mounted inboard Eibach coil springs over Koni dampers

WHEELS / TYRES / BRAKES

Wheels Aluminium Alloy

Front tyres 225/40ZR-18

Rear tyres 225/40ZR-18

Front brakes AP Ventilated Discs EBD, ABS

Rear brakes AP Ventilated Discs EBD, ABS

PERFORMANCE

0-62 mph 4.5 seconds (0-100 kp/h)

Top Speed 257.5 kph / 160.0 mph