



Morgan Aero SuperSport



Morgan has continued the success of the Aeromax with the Aero SuperSport - the logic is simple and we have seen it often lately. When building a limited production special, built the coupe first and then if successful follow with a roadster. Last to do it was Lamborghini with the Reventon, now Morgan, next may be Aston Martin with a convertible One-77 - but I doubt it.

2009 has been an enormous year for Morgan. They have celebrated their 100th year of business - that in itself is hugely special, and they have solidified their niche position and expanded their appeal.

The Morgan Aero SuperSports was designed and engineered in house. Overall visual design was handled by Matthew Humphries, who is obviously a major talent for Morgan. It follows the standard Morgan build method of lightweight aluminium and timber frame. The "unique" Morgan choose to achieve such a lightweight structure is down to the use of aircraft style superformed aluminium outer panels and the skills of their craftsmen in handing finishing the assembly of each car. The combination of timber and aluminium body and lightweight aluminium Aero chassis provides class leading rigidity, exceeding global crash protection standards. The same chassis forms the basis of the platform used by the Morgan Aero Eight GT3 currently competing the 2009 International FIA GT3 Championship.

The interior features a luxurious combination of polished hardwoods, hand stitched leather and modern electronics and appointments.

The car utilizes the same mechanicals and 4.8 litre V8 BMW sourced engine as the Aeromax and Aero 8. The traditional cloth convertible top makes way to two aluminium detachable roof panels. The panels have been designed to fit and be stored in the boot.

Charles Morgan, Grandson of the founder said " The Morgan Aero SuperSports is a luxurious flamboyant sports car which also remains true to Morgan's philosophy of lightweight minimalist simplicity. It is a celebration of our love of cars and the romance of travel and is a fitting model to announce during Morgan's Centenary year."

Rod Halligan

Morgan Aero SuperSport

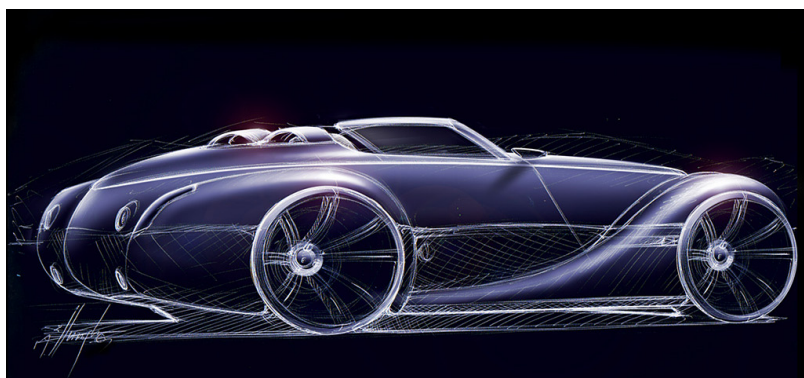
- 100 Built
- BMW N62 90° V 8
- 4.398 liter / 268.4 cu in
- Alloy chassis frame
Alloy panels over
Ash body frame
- 1180 kg / 2602 lbs approx
- 269.9 kw/362 bhp @ 6300
- FE - Rear Wheel Drive
- 0-62 - 4.3 seconds approx
- Max Speed 170 mph



2009

Morgan

Aero SuperSport



Morgan Aero SuperSport

Year 2009
Production 100

ENGINE

Configuration BMW N62 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 269.9 kw / 362 bhp @ 6300
Torque 501.7 nm / 370 ft lbs
@ 3600 rpm

BODY

Handformed aluminium panels over Ash frame.
Alloy Chassis.

Weight 1180 kg / 2602 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, or optional
ZF 6HP 26 auto

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 225/35 ZR19 Avon ZZ3
F 48.3 x 21.6 cm / 19 x 8.5 in
Rear tyres 245/35 ZR19 Avon ZZ3
R 48.3 x 21.6 cm / 19 x 8.5 in
Front brakes Ventilated Discs w/EBD,
ABS
Rear brakes Ventilated Discs w/EBD,
ABS

PERFORMANCE

0-62 mph 4.3 seconds (0-100 kp/h)
Top Speed 170 mph

Note: where some figures have not been
published by Morgan - Aeromax used.

British

Exotic