



MORGAN MOTOR COMPANY

NEWS

05 May 2002

For immediate release

The Morgan Gears Up For Le Mans

For the first time since 1962, the Morgan marque will return to Le Sarthe for the Le Mans 24-hour preliminary test sessions.

The 4.0-litre, 500bhp Aero 8 GT(N) racing car will be put through its paces over the 8.45-mile circuit by the Race Sports Salisbury (RSS) drivers Richard Stanton, Steve Hyde and Richard Hay.

The Morgan has already made its track debut, competing in the first two British GT Championship races of this season. Finishing both races creditably, it has been proved to have reliability, a pre-requisite for racing at Le Mans.

"We are really looking forward to racing at Le Mans and seeing what the Morgan can really do," commented RSS's Richard Stanton. "The car has already proved itself reliable, but there is still further development required."

Racing in the Le Mans 24-hour is part of a two-year programme for Morgan and the DEWALT sponsored RSS team.

"Every endeavour is being made to ensure that the car fares well in the forthcoming race but we are really concentrating our efforts on next year's race and producing a class-winning race car," concludes Charles Morgan, Managing Director, Morgan Motor Company.

- Ends -

FOR FURTHER PRESS INFORMATION, CONTACT:

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SPECIFICATION: DEWALT/RACE SPORTS SALISBURY MORGAN AERO 8 GT(N)

Type:

Morgan Aero 8 GT(N) is based on the Morgan Aero 8 production car, listed and homologated by the FIA as eligible in international racing as a production sports car, and approved by the ACO for entry in the Le Mans 24-hour

Chassis:

CAD-designed aluminium alloy. FIA-certified roll cage

Body:

Aluminium alloy side/rear bodywork
Extended front splitter to FIA regulations
Three-part bonnet cowl and front wing assembly in aluminium alloy
Aluminium alloy/carbon composite aerodynamic adjustable rear wing and end plates to FIA regulations
Electrically-heated front windscreen

Engine:

Heini Mader-prepared, dry-sump BMW M62, with water/oil heat exchanger

Configuration:	V8
Valve mechanism:	4-cam, 32 valve
Lubrication:	Morgan dry sump. 10-litre tank and anti-surge system
Fuel system:	Bosch fuel injection
Engine management:	Magnetti Marelli
Engine capacity:	4-litre
Max output:	Approx 500bhp @ 8,000rpm
Max torque:	420 ft lbs @ 6,300rpm
Exhaust system:	Mader-designed, Piper-built, ceramic-coated stainless steel crossover system into single outlet
Cooling:	Fully-ducted front radiator assembly with remote header tank. Electric fan

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Fuel System:

100-litre Premier bag fuel tank with four-pump anti-surge and reserve system

Transmission:

Hewland 6-speed H-pattern gearbox
Morgan bell housing with AP Racing 4-plate carbon clutch assembly
Oil cooling circuits for gearbox and rear axle

Steering:

Hydraulic power steering with electrically-driven pump system

Suspension:

Morgan low ride height front and rear uprights with rose-jointed linkage throughout
Front: Independent, cantilever upper arm with lower wishbone, and inboard Eibach coil springs over three-way Ohlins adjustable spherical mounting shock absorbers
Rear: Independent, transverse wishbones with full floating Eibach coil springs over three-way Ohlins adjustable spherical mounting shock absorbers

Braking:

AP Racing long distance. Twin master cylinder with adjustable balance bar.
6-pot front caliper, 4-pot rear caliper. Ventilated cross-drilled discs front and rear.
AP Racing lining material front and rear

Wheels/Tyres:

18" x 11" front and rear forged OZ magnesium. Dunlop tyres

Equipment:

Magnetti Marelli dashboard digital read-out
Radio reception shield built into roof
2kg four-outlet fire extinguisher system
Four air jack piped system
Full race pattern driver's seat with six-point harness
Quick-fit removable steering wheel

Weight:

Kerb weight: 1100kgs/2420lbs



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**DEWALT/RACE SPORTS SALISBURY
DRIVER PROFILE
RICHARD STANTON**

Name: Richard Stanton

D.O.B: 08/03/62

Racing debut: 1999 TVR Tuscan Challenge Series
Rookie Driver of the Year

Racing career: 2000 TVR Tuscan Challenge Series
Fourth place overall

2001 British GT Championship racing a TVR
Tuscan R GTO
Seven podium finishes, one class win, two fastest
laps, one pole position

2001 raced in the Suzuka Pokka 1000
Second overall

2002 British GT Championship racing the Morgan
Aero 8

2002 Le Mans 24 hour

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**DEWALT/RACE SPORTS SALISBURY
DRIVER PROFILE
STEVE HYDE**

Name: Steve John Hyde

D.O.B: 28/11/57

Occupation: Head of Asset Management, Barclays Asset Finance (Basingstoke)

Racing debut: 1989 MG Midget

Racing career: 1991-1993 raced a modified MG
1992 MG Championship winner

1996-2000 TVR Tuscan Challenge
Third overall in 2000

2001 British GT Championship racing a TVR
Tuscan R GTO
Season's results included seven podium finishes,
one class win, 2 fastest laps and one pole position

2002 British GT Championship racing the Morgan
Aero 8

2002 Le Mans 24 hour

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**DEWALT/RACE SPORTS SALISBURY
DRIVER PROFILE
RICHARD HAY**

Name: Richard Hay

D.O.B: 18/08/64

Occupation: Managing Director, Hay Fisher Film & Broadcast

Racing debut: 1997 Caterham Scholarship
Won seven out of the eight races

Racing career: 1999 Superlight Championship
Third overall

2002 TVR Tuscan Challenge

2002 Le Mans 24 hour

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CHRISTOPHER LAWRENCE BIOGRAPHY

EDUCATION:

- Pangbourne College
- Royal Naval College, Dartmouth
- Royal Naval Engineering College, Plymouth
- Combined Universities Condensed BSc, 1953

CAREER - DESIGN & DEVELOPMENT:

- | | |
|---------|---|
| 1956 | Rotacks MG Sports Racing Car |
| 1960-68 | Various versions of Deep Sanderson cars from single-seater Formula Junior, two-seater sports racing coupés and road cars – including four examples which ran at Le Mans |
| 1964 | Produced the now highly valued SLR Morgan Plus 4 with special racing bodywork with low drag |
| 1966 | Built the Cooper Ferrari F1 car for the new FIA 3-litre Formula, which was established in 1966. First F1 car with ventilated brake disks |
| 1968-74 | Designer, developer and builder of the now much revered C.F.P.M Monica 540 (only 40 ever built) |
| 1986 | Built the SL601 two-seater sports car for Bob Sutherland. This vehicle was produced in small numbers in Denver as the 'Maxton' |
| 1995 | Responsible for chassis work on the 600LM Marcos GT cars which won the UK GT Championship and finished at Le Mans |

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1996 Employed by Morgan Motor Company to design and develop what is now the Aero 8. Spent two years racing in the FIA World GT Championship and the last three years developing the chassis for road use.

CAREER - RACING:

1952-58 Club racing

1958 Bought TOK258 Morgan Plus 4 – 'Marque' lap record at Goodwood

1959 Won 19 out of 22 races in Morgan Plus 4 to win the 'Freddy Dixon Trophy' in the National 'Marque' Championship

1960 International 2-litre GT racing – lap record at Silverstone

1961 2nd Coppa Intereuropa, Monza, 3 hours

1962 Won 2-litre class at 24-hour Le Mans

1963 Won at Spa, Nurburgring, Dijon and Cleremont Ferrand
Drove Deep Sanderson at Le Mans – led 1000cc class for 14 hours

1966 5 races in private F1 car made from a Cooper and a Ferrari engine. Won one point at German Grand Prix and came fifth in Oulton Park Gold Cup

1968 Led Index of Thermal Efficiency, Le Mans in Deep Sanderson for 16 hours

1980 Moved to US and took up Classic and Vintage racing

1981-91 Won 55 races overall in the US in a variety of vehicles

1992 Returned to the UK

1992-2001 Occasionally races old Morgans